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MOTOR SHOW NUMBER

THE 1956 EXHIBITION AT EARLS COURT

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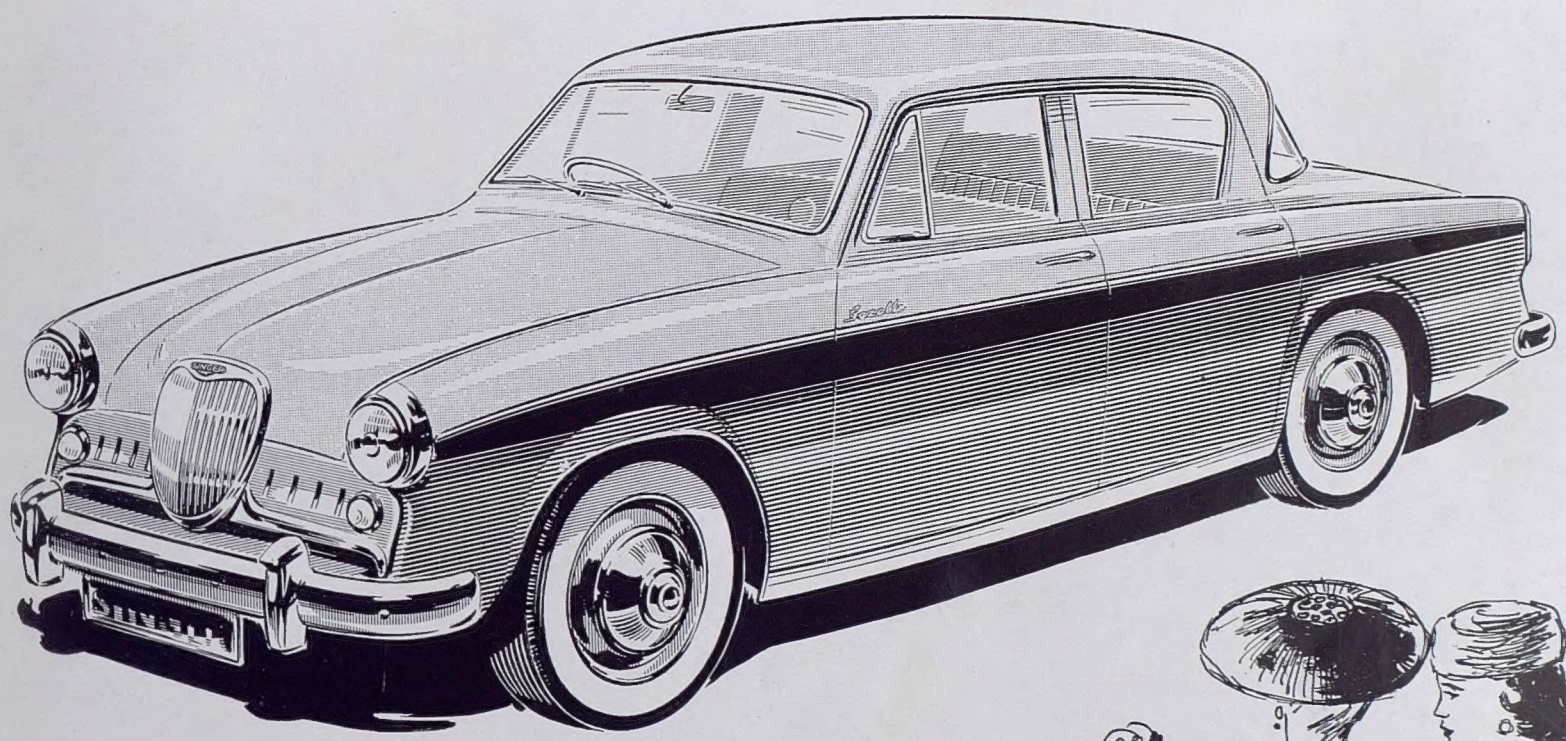

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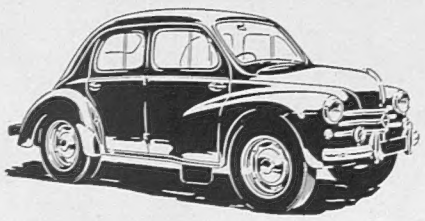

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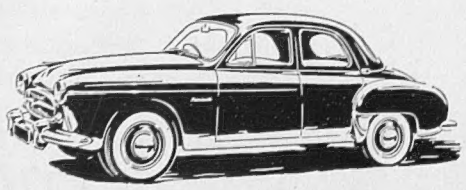

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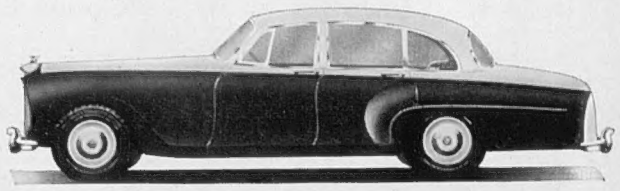

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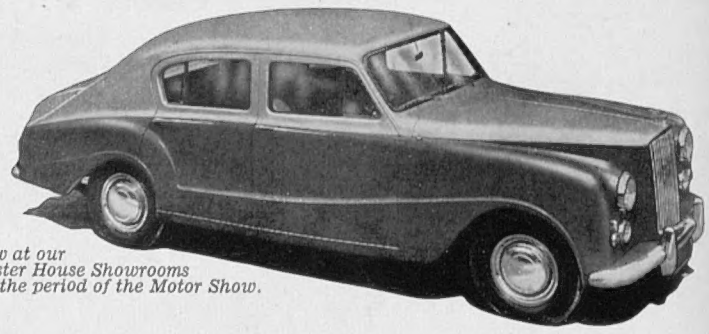

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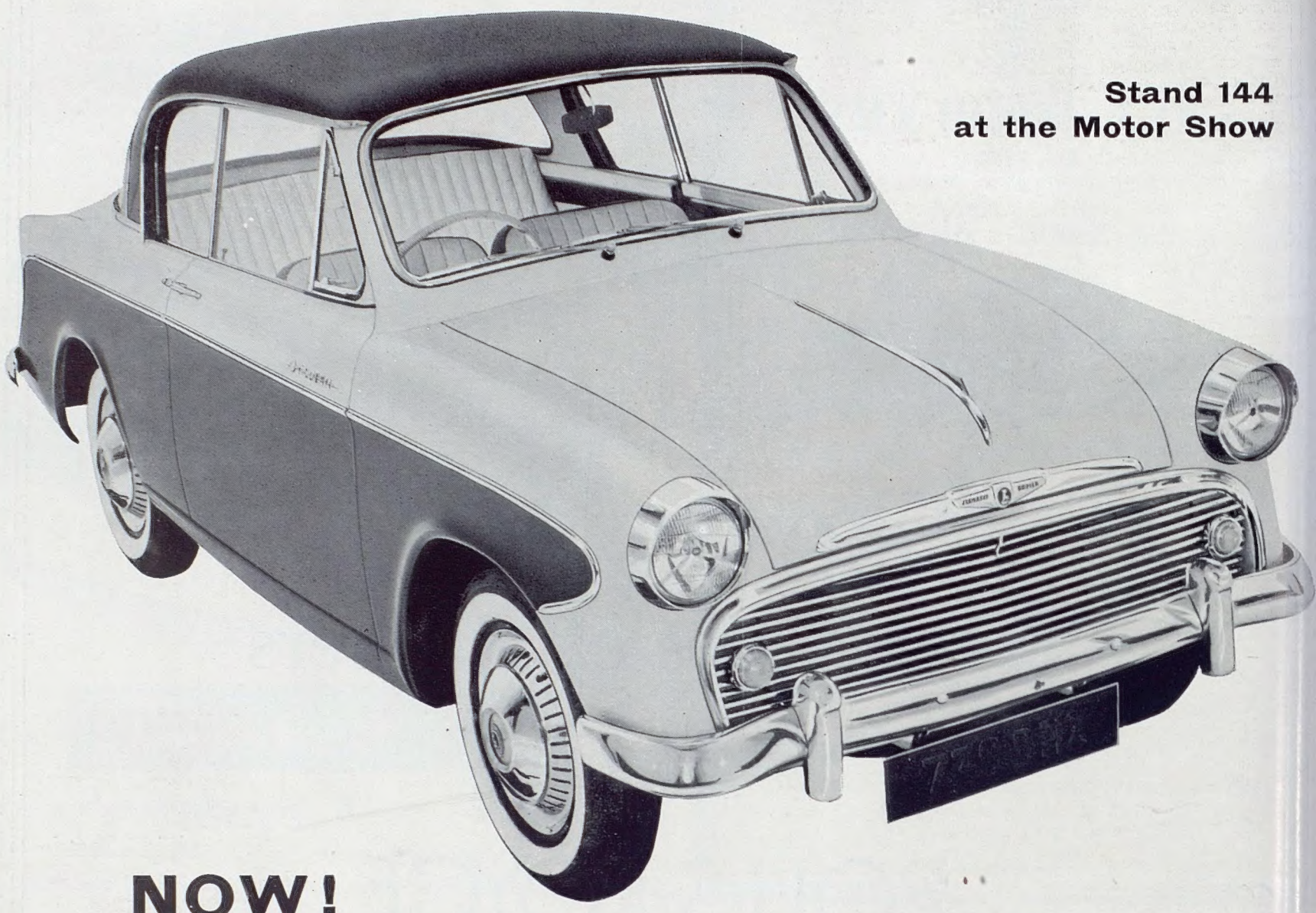

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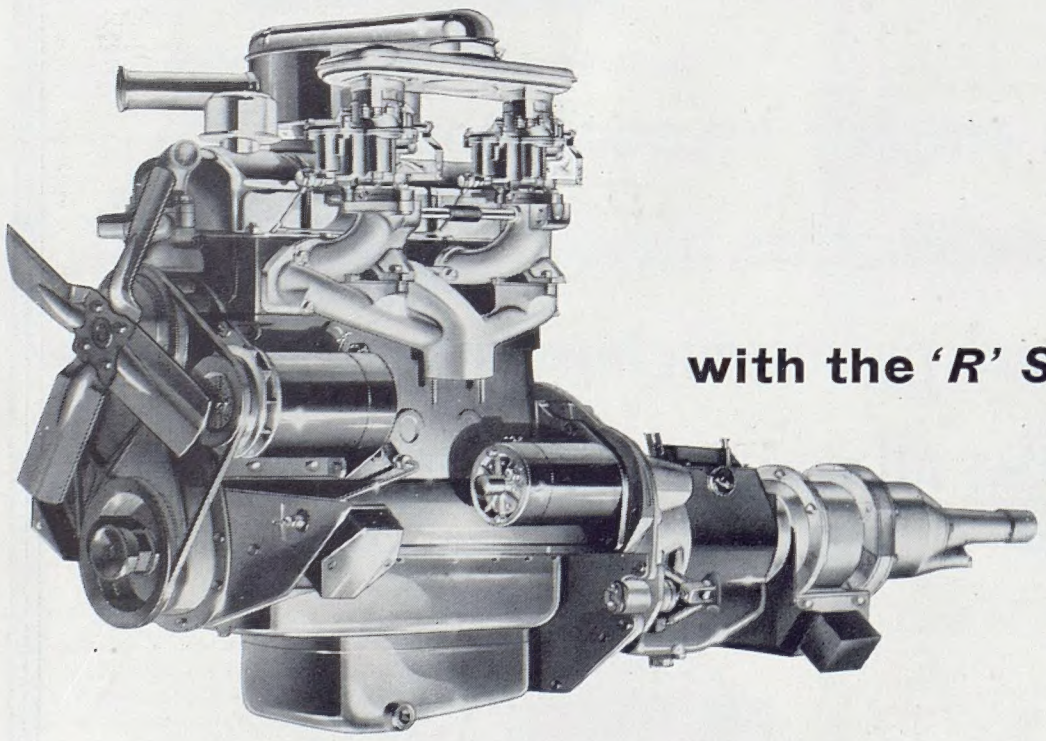

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Volume CCXXVII No. 2951

The SPHERE, London, October 20, 1956

The SPHERE

with which is incorporated THE GRAPHIC

WAITING FOR PRINCESS MARGARET—AN AFRICAN TRIBESWOMAN IN TRADITIONAL DRESS WITH HER CHILD AT DAR-ES-SALAAM: She was one of a huge concourse of natives—estimated at between 50,000 and 60,000—who gathered to greet the Princess at a baraza, or tribal gathering. It was held in a vast natural arena outside Dar-es-Salaam and many groups of the natives, some of whom had come from outside Tanganyika, performed their wild and grotesque tribal dances.

Hundreds of Europeans and Asians and tens of thousands of Africans assembled for the baraza outside Dar-es-Salaam on the second day of Princess Margaret's stay in Tanganyika. In the arena, the Princess made a break from the routine of her official programme. Having been driven round, she unexpectedly stepped from her car, in order to see more closely the groups of dancers who were giving displays of their weird and traditional rhythms. Soon Her Royal Highness and her small party, which included the Governor, Sir Edward Twining, were encircled by a wildly enthusiastic mass, gesticulating, cheering, clapping and singing. Police linked arms to maintain a minimum space for the visitors. The Princess seemed to enjoy every minute of her welcome, and public enthusiasm was unabated until she drove away. In Dar-es-Salaam the Princess also opened the new general hospital which is named after her and attended a number of receptions. (Further pictures of the Royal Tour on pp. 94-95.)

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CONVOCATION OF CANTERBURY

A GENERAL VIEW OF CONVOCATION: The Archbishop of Canterbury (standing, right) delivers his presidential address to the assembled bishops and clergy in the full Synod at Church House, Westminster. The views expressed by Convocation reflected that the general trend of opinion seems to be moving towards discretion on the question of the readmission of divorced people to Holy Communion, and the Upper House approved a resolution declaring that this discretion should be exercised by the bishop concerned. A minority report had proposed that discretion should rest with the parish priest.

SENIOR BISHOPS AT THE OPENING SESSION: From left to right are: Dr. Montgomery Campbell, Bishop of London; the Archbishop of Canterbury, and the Bishop of Winchester.

THE UPPER HOUSE MEETS: The chairman, the Archbishop of Canterbury (standing, left), addresses the Upper House of Convocation. On his right is Dr. Montgomery Campbell.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £6 1*s.* 6*d.; 6 months and Christmas Number,* £3 3*s.; 6 months without Christmas Number,* £2 18*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* 6*d.* (*or* $16), £2 19*s.* 6*d. and* £2 15*s.; and for elsewhere Overseas* £5 19*s.* ($16.50 *cents in the U.S.A.*), £3 1*s.* 9*d. and* £2 17*s.* 6*d. All terms above include postage.*

A London Newsletter

195-198, STRAND, W.C.2.

Nasser's Shrewd Timing.—The last months before a Presidential election certainly disturb "the balance of power" in civilisation. History, I think, can show that not only the American people but its Government during those last hectic months have their eyes firmly fixed, to the point almost of isolationism, on the parish pump and ballot boxes. It is a pity that the Constitution of those United States provides for so short a Presidential term. Eight years would be better. Colonel Nasser could hardly have chosen a happier moment for his coup, for undoubtedly he chose a moment when his "enemies" could least depend on the support of their strongest ally. British stalwarts have written some harsh judgments of Mr. Dulles' vacillations and hot and cold blows. They have said that he has bedevilled Anglo-American unity and co-operation and undone the work of years of patience and patching, and certainly he has disappointed the hopes of Britain and France and done very little at the eleventh hour to assist the Security Council to face realistically the crucial test before it on the Suez issue. "Is it just," he posed the rhetorical question in Massachusetts, "that great nations with rights under the 1888 Treaty and whose very lives depend on the free use of the Canal, should accept exclusive control by a single nation and a declared enemy?" Certainly he expected the answer No and would agree with that answer. But justice in these days is not secured by a mere verbal expression of pious distaste for an act of aggression or a breach of civilised conventions. It can only be achieved by the complete solidarity and the toughest resolution of all nations who stand for the rule of law. Mr. Dulles, less involved in the election fight than his chief colleagues, is the natural spokesman for America on the Suez issue, and his stop-and-go, hot and cold pronouncements and withdrawals have not helped the cause of world order. It is probably true to say that if the crisis had started three months later than it did, it might well have ended sooner and more satisfactorily for the Canal-users. But Colonel Nasser, if not a giant in history's select college of world leaders, is, as a politician, as shrewd as they come.

A Plague on Both Your Houses?—Annually of late, when the autumn's political Party conferences have ended, when the cracks have been pasted over and the policies and jobs to be done to win the next election and to put the country again on its feet have been approved with acclamation, I have wondered at the continued interest the nation reveals in Party politics and the confidence it still feels that revivified Governments and new policies can do the jobs they promise. I don't for a moment under-rate the sincerity and hard work of Cabinets and Shadow Cabinets. I am sure the Party leaders believe in their nostrums and will give the best that is in them to cure our discontents and diseases. But I don't believe that the cures exist to-day or that the next decade will produce them. Just as a shareholder judges his board of directors on results, so surely the voter must judge his Governments, in power or in prospect or retrospect. He must judge them on recent results. If he does that, from 1945 to date, he must surely ask himself in despair: Who can show us any good? Where have we gone from there? The Socialists promised us a cure in nationalisation, controls and planning, and they left us with a nice little bill to pay when we tried the other Party. The Conservatives were for unscrambling, relaxing controls, giving a boost to enterprise and personal initiative, setting the people free, investing in success, while checking reckless spending. They pulled us some way out of a financial mess and built many more houses than the Socialists believed possible. But they have not yet done more than lift our chin from the bog. Now in 1956 the Socialists have bagged the trousers of the bathing Tories and intend to win the next election on a *housing* programme! And Socialist partisans will rally to the cry of decent homes for all. I am sure that, broadly, both sides are perfectly sincere and will go all out for the country's good. But what surprises me more and more as the post-war years draw on is the superb refusal of Governments and governed to become doubtful or disillusioned, doubtful about the efficacy of old nostrums with new labels, disillusioned by the constant unforeseen spanners thrown into the rebuilt machines. The Parties prepare and publish their bright new plans and blue prints and promise us that they will work, but something always crops up to wreck them. Of these, international crises and the obstinate refusal of the governed to co-operate with the programmes of the governors are the most damaging.

Poznan Trials.—The light sentences passed on some youths convicted of the murder of a security policeman in the Poznan riots have so astonished the world, and especially the students of Communist countries, that the word "historic" has already been given to these trials. Some say it is too good to be true; hint that the next batch will receive rougher treatment and that perhaps others of the accused have already been privately dealt with more severely. But certainly the conduct of the trial of these three youth is outstanding and significant among post-war Communist trials. The judge might have been Lord Goddard. He ruled out "third degree" evidence extracted in prison; he allowed the defence a free run, including the most telling argument that these boys had been nurtured to admire in their leaders the very jack-boot methods of which they stood accused. The Press were free to report impartially. Foreign observers were admitted. The accused were treated as innocent men until conviction, and conviction was arrived at on incontestable evidence. The accused took part in a mob murder and got off with four years' imprisonment. Of the result of this particular trial alone, surprise and satisfaction are quite justified and can reasonably be followed by optimistic speculation. Is it a definite step forward towards liberalism and the democratic right and ideals in satellite countries? Did the leaders of the Kremlin foresee such inevitable reactions to the dethronement of Stalinism? And if not, is there now any going back for them? Not, one would judge, in Poland, above all the satellites. Absolutism has perhaps passed its post-revolution peak. Absolute dictatorship may never again in our time afford to any leader or group absolute power to attain absolute corruption, but it will probably be a long day before the principles of Communism and the policies demanded to broaden still further its world influence cease to be a religion enforced and above criticism. Stalin may be out, but Communism, with judicious drops from the oil-can, goes grinding relentlessly on.

DEATH OF MAUD ALLAN

A PIONEER OF INTERPRETATIVE DANCING DIES: The death occurred recently, in Los Angeles, of Miss Maud Allan. Her appearance as Salome in the *Dance of the Seven Veils* in scanty costume caused a sensation at the Palace Theatre, London, in 1908. At the time of her death Miss Allan was about seventy-three years of age, and had not danced since being involved in a motor accident in California eighteen years ago. Born in Canada, she had been in poor health for the last two years. One of the most outstanding moments in her career came in 1907, when she gave a performance before King Edward VII. She was noted for her interpretations of Rubenstein's "Valse Caprice" and Mendelssohn's "Spring Song."

Release the Lot.—If schoolteachers were released from National Service and thereafter exempted we could augment our educational force by 2,000 invaluable technicians of teaching. If industry could absorb "the boys now eating their hearts out" in Germany in uniform, watching the German boys increase production and stealing our markets, what a boost British industry now in the doldrums (and laying off labour)! The case against the recall of reservists to the Colours is so strong that even the War House has made urgent arrangements to bribe them to stay in uniform *pro tem.* Indeed, the reservists are very restive. I can't think of a single profession or industry that does not clamour to have its older hands and new recruits back in its ranks, from dentists to dustmen. Our economic crisis is grave indeed. In the face of foreign competition, we *must* increase production and pay our way. Opposition parties are shocked at the Government's blindness, and poor Mr. Head's head is dangling in the basket. Pull back those four divisions in Germany and put them in overalls; release the reservists to the

vital jobs ; put the teachers in front of the blackboard and there will again be a chance of Britain becoming happy and prosperous and turning into an educated democracy. We can safely leave it to the world organisations for peace to settle any little international differences which may arise and to the good sense and restraint of nationalistic minorities in our far-flung field of responsibility to make any police duties unnecessary ! But if some particular aggression should occur, which strikes us as a bit too thick, we must be careful to submit to it from the start and not call for strong measures. We must ask, with Mr. Dulles, " Is it just ? ", shrug our shoulders, raise our eyebrows and remain at our desks and benches increasing production, propagating wisdom and generally improving our standards of living and culture in our close-packed and very tight little island. A Gilbertian version of isolationism.

Restive Reservists.—We may deplore, but we cannot feel surprise at, recent instances of restiveness among reservists, or indeed among young conscripts. The lot of reservists who have been called up and remain with their units in Britain is perhaps the most frustrating of all. It is impossible for the officers at short notice to keep them interested, or indeed, half-employed. If they fall back on parades, it is spit-and-polish or "bull"; if domestic chores are proposed, it is turning soldiers into charwomen. In Germany, it is sometimes not very different. Even in Cyprus there is a lot of hanging about and waiting for a sudden bomb or knife in the back. More than ever, with a civilian Army, the old saw, " A soldier in peace is like a chimney in summer," holds good. The jackdaw nests in the chimney and the soot tumbles down. And there are plenty of jackdaws to nest. In Germany, the released conscripts are off to earn good money stealing our markets and our men's jobs. In Cyprus, there is time to wonder why (after all) this great concentration of troops is massed for a day which is never now likely to come. And in England, the reservists may be sitting idle fifty miles away from the jobs which need them and which they need. Small wonder if the authorities feel anxious about discipline and keep up to announce concessions and relaxation whenever possible. But the fact remains. We have our commitments and they are heavy enough, and land armies are an essential part of our defences. I often wonder whether the critics of the Premier, if to-day come to power, would instantly cut National Service to three months, recall four divisions from Germany and disband all reservists. These popular vote-catching proposals, if you look into them, seem to involve a great deal of adjustment which cannot be called domestic.

Pioneer Beauty Spot.—Hindhead National Trust Lands recently celebrated their half-centenary. Hindhead is a cradle of a great movement. Here Sir Robert Hunter laid the seeds of it. Fifty years ago, a local committee was set up under the National Trust to conserve 750 acres on and near Hindhead. That acreage to-day has been almost doubled by gifts and purchases. For some years I served on the local committee. I recall what the present chairman said of the enormous labour and considerable expense involved in keeping the commons in good order by cutting fire rides, removing dangerous trees, keeping open the paths, repairing vandalism, and above all, removing litter. We received no grant from the Trust, a pittance from two councils. We used to put collecting-boxes up, hoping that visitors from outside who came to enjoy our beauty spot would contribute something to these costs. Too often the boxes were robbed and the thieves got all too little for their pains. Again, the local residents gave very poor support for a rich neighbourhood. Some, no doubt, resentfully remembered Hindhead itself before *civilisation* had made it what it is. In the early days of bicycling (in 1893, to be precise), I first toiled up Hindhead from Guildford and the only building in sight from the top was the shabby little " Huts " hotel. Hidden discreetly under its brows was Conan Doyle's retreat, and one or two scientists had built lodges in the wilderness, which was still much as Cobbett had described it—a very desolate (though lovely) spot. Now, though many of its by-paths are still remote and lovely, Hindhead is crowned with a great radar station, with a vast car-park and a score of restaurants, hotels and shops, and is, indeed, off the common, a built-up area. And every year it follows, the heathland is burned to black cinders, and tons and tons of litter, bottles and broken glass must be removed before the paths are cleared to enable the public to enjoy (in their peculiar ways) their heritage of beauty.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

WINTER SPORTS

A Special Illustrated Section with Articles by Gordon Cooper, Dealing with the European Resorts, and Advice on Travel and Equipment

A SCOTTISH COMMEMORATION OF THE LATE KING GEORGE VI

A BUST OF GEORGE VI FOR A " ROYAL " CHURCH : The Queen has commissioned this marble bust of her father, the late King George VI, which is to be placed in the church at Crathie, on Deeside, near Balmoral Castle. It will join the one already in place there of King George V. When the new bust is in position, there will be memorials in the church to four of the British monarchs who have worshipped there since it was opened in 1895, the first two being Queen Victoria and Edward VII. The sculptor, who received his commission at the beginning of this year, is Sir William Reid Dick. His instructions were that the head should be in proportion to that of the bust of King George V. A statue and memorial of King George VI was unveiled by the Queen in Carlton Gardens, London, on Trafalgar Day last year. The sculptor was Mr. William McMillan, R.A.

FAMOUS INITIALS IN A ROMAN GALLERY

A CHURCHILL PAINTING ON SALE IN ROME : This painting by Sir Winston Churchill of a sentry of the Brigade of Guards on duty outside the gates of Buckingham Palace is on display at the Sagittarius Art Gallery in Rome. It is believed to have been put up for sale by one of the former Prime Minister's relatives who had received it as a gift. The name of the relative was not disclosed, but he was said to have come to Italy on holiday. The manager of the Sagittarius Gallery has said that the price which is being asked for the picture is 1,000,000 lire, the equivalent of about £500. Sir Winston's initials (W.S.C.) can be seen at the bottom left-hand corner of the painting. Paintings by Sir Winston Churchill are not often seen on sale abroad.

AN INDIAN STICK DANCE IN ZANZIBAR: A group of young Indians living in the Sultanate perform before Princess Margaret in the children's rally held in the Seyyid Khalifa Stadium on the second day of her visit to Zanzibar. Indian inhabitants in the local population represent about 7 per cent. in the total of 260,000.

UMBRELLAS ARE PART OF THE SHOW: African women wave umbrellas in the air as they stage a song-and-dance entertainment for Princess Margaret in the grounds of the Sultan's palace in Zanzibar.

AFRICAN CHILDREN SING FOR THE PRINCESS: Dressed in their best clothes, they stand before a microphone in the Seyyid Khalifa Stadium, which is named after the present Sultan of Zanzibar. They were some of the many children who sang or danced in honour of the Princess during the mass rally of children in Zanzibar.

DANCES AND SONGS FOR THE PRINCESS

Welcomes to the Royal Visitor in Zanzibar and Tanganyika

A TRIBAL WELCOME IN WESTERN TANGANYIKA: A dance is staged in the baraza (tribal gathering) which was the main feature of the Princess's visit to Tabora, in Western Tanganyika. Among the dancers were seventy members of the primitive Wagogo tribe. They made their first journey by train to participate.

STILT-WALKERS OF THE MAKONDE TRIBE: In grotesque scarecrow costumes In their rhythmic movements they are accompanied by drums and han which came to swell the enormous crowd intent upon greeting Princess

A DANC[illegible] WOMEN AT THE DAR-ES-SALAAM GATHERING: In gorgeous hea[illegible]resses and vivid costumes, they stamp in the arena during the[illegible]aza on the outskirts of the capital of Tanganyika. Earlier t[illegible]ess received loyal addresses from a number of tribal chiefs.

[illegible]ostumes they pirouette above the crowd in the baraza at Dar-es-Salaam. [illegible]nd handclapping. The Makonde were only one of the many tribes [illegible]rincess Margaret. Some of the natives came from the Belgian Congo.

CONGRATULATIONS TO A WITCH DOCTOR: Princess Margaret congratulates a performer who had just finished a witch doctor's dance of exorcism at Dar-es-Salaam. After leaving Tanganyika, the Princess was due to visit Kenya, where among other engagements she was to attend the Royal Agricultural Show at Nairobi.

THE "IOWA" IN THE HUDSON: The 45,000-ton battleship U.S.S. *Iowa* steams up the Hudson against the skyline of Manhattan. Towering in the centre of the picture is the world's tallest building, the Empire State, and to the left of it, in the background, the spire of the Chrysler Building. The 887-ft. vessel, now the flagship of Rear-Admiral Kenneth M. McManes, Commander of the Battle Cruiser Force, Atlantic Fleet, was paying a week-end visit to New York. She is at present engaged on the annual Midshipman Training Cruise.

THE "IOWA" VISITS NEW YORK

The 45,000-ton United States Battleship Pays a Courtesy Visit to the City

Four ships in the United States Navy have borne the name of *Iowa*. The first of these was a 3,200-ton 23-gun vessel, formerly the U.S.S. *Ammonoosuc*, which was commissioned in 1864. It is the second *Iowa*, however, which has the proudest claim to fame among the three predecessors of the present vessel. With a tonnage of 11,346 and armed with four 12-in. guns, eight 8-in. and four 4-in., she was engaged in blockade duty off Cuba during the Spanish-American War, and fired the

first shot in the battle of Santiago. The third *Iowa* was never launched. In design she was almost as large as the present vessel, but she was cancelled in mid-construction in accordance with the specifications laid down for naval construction by the Washington Treaty.

The fourth vessel to bear the name was commissioned on February 22, 1943, the birthday of Washington. Her first war-time assignment was the "*Tirpitz* Watch," which was aimed at neutralising the constant threat presented by that crack German warship then lying poised in Norwegian waters. In November 1944 she carried Franklin D. Roosevelt, the President of the United States, to join Sir Winston Churchill and Marshal Stalin for the Teheran Conference. A few months later she joined the United States Navy Task Force 58, which was operating in the Pacific. As a contribution to the war in this theatre she bombarded Kwajalien and Eniwetok. While joining in the offensive against Mille she received her first hit. From then until the Japanese surrender the *Iowa* stayed with the Third and Fifth United States Fleets operating with carrier task forces. After a Midshipman Training Cruise on the west coast of America she was decommissioned on March 24, 1949, and entered the "mothball" fleet lying in San Francisco.

It was the sudden outbreak of war in Korea between the invading Communists and the United Nations which was the reason for her recommission. The "Grey Ghost" was brought back into service on August 25, 1951. Early in the next year, she sailed from Long Beach, California, to relieve her sister-ship, U.S.S. *Wisconsin* in Japan. The *Iowa* then became the flagship of Vice-Admiral Robert P. Briscoe, U.S.N., then commanding the Third Fleet. She continued to be the flagship when Admiral Briscoe was relieved by Vice-Admiral Joseph J. Clark, U.S.N.

On March 10, 1952, the 30-knot battleship sailed for Korean waters with her full complement of more than 2,700 officers and men. For seven months the *Iowa* hurled thousands of shells at enemy targets while patrolling the Korean coast as a unit of Task Force 77. During this time she steamed more than 40,000 miles and in more than forty operations she fired over 4,000 16-in. projectiles and more than 8,000 5-in. This was over twice the amount she expended in two years of combat during the war with Germany and Japan.

Since 1953 the *Iowa* has been engaged on fleet exercises in the Atlantic and Pacific and the annual Midshipman Cruises.

THE BOLSHOI'S "GISELLE"

The Russian Company Presents one of the Classics of Ballet at Covent Garden

A MEMORABLE EVENING AT COVENT GARDEN: Giselle (Galina Ulanova) swoons as the full perfidy of her lover is revealed to her. The ballet, first edited by M. Petipa and recently by L. Lavrovsky, was presented on the strictest classical lines and with deep sensitivity in the dancing of both principals and *corps de ballet*. The acting of Ulanova in the first act was of a very high quality, and the extraordinarily high standard of the dancing was revealed in a *pas de deux* by Ludmilla Bogomolova and Gleb Yevdokimov. In the second act the discipline and polish of the *corps de ballet* emphasised the greatness of this company.

A "GISELLE" FROM THE EAST: Galina Ulanova and her partner, Fadeyechev (bottom left-hand corner of picture), dance with the *corps de ballet* during Act I, before Giselle becomes mad with a broken heart. *On right* —Ulanova dances a solo during the first act. Her performances during the Bolshoi productions in England have shown to Western audiences that she is still the most expressive of all classical dancers.

A FORMATION OF ROYAL AIR FORCE HELICOPTERS SETS OUT ON A FLIGHT OVER THE JUNGLE: Four Bristol Sycamore helicopters of No. 194 Squadron, R.A.F., fly above the outskirts of Kuala Lumpur, the capital of the Federation of Malaya. The white patch in the left foreground is the dredging area of a tin mine. In the background the hills covered with thick forest are typical of the jungle country over which the helicopters operate. These aircraft, used for many purposes, are of great assistance to the ground forces in the long struggle against the Communist terrorists in the jungle, and are accelerating operations to a successful conclusion.

HELICOPTERS OVER MALAYA

Aircraft of the Air Force and the Navy Play a Vital Part in Operations Against Jungle Terrorists

Written and Photographed by DOUGLAS PIKE

When the long struggle began against the Communists in Malaya, it was found that the best defence of the terrorists was the nature of the terrain in which they operated. It was easy for them to hide in the dark, impenetrable jungle. In operating against them the British forces could only move extremely slowly. The transport of necessary supplies through the dense forests and undergrowth was a most laborious business and often it took weeks to mount an attack on a minor terrorist base.

The solution obviously lay from the air. And it is perhaps in Malaya more than anywhere else that the helicopter has justified itself and demonstrated its great abilities on active service. The aircraft can land in an almost impossibly limited space, and where even that space is non-existent, it can hover and drop men, equipment and supplies. Helicopter operations have, therefore, become increasingly important in the anti-Communist campaign and proof of the great advantages they bring is self-evident from the ever-improving record of our ground forces.

On my last visit to Malaya I was fortunate in being able to photograph the activities of two British helicopter squadrons—No. 194 of the Royal Air Force, and No. 848 of the Fleet Air Arm.

No. 194 Squadron was the first helicopter squadron in the R.A.F. and was formed in Singapore in 1953. The pilots and service staff came from the Casualty Evacuation Flight in Malaya, in which they had been using Dragonfly helicopters for three years to pioneer the technique of penetrating areas in the deep jungle inaccessible to other forms of transport. They saved the lives of many members of the security forces.

The continual activity in which this squadron is engaged can be judged from the fact that though everyone was willing to help me, I had to wait several days before a helicopter was available to take me up to photograph air-to-air pictures of a formation in flight, owing to the number of emergency calls made on the squadron.

Flying in helicopters is an extremely comfortable way of getting from one jungle camp to another and very convenient for taking air-to-air and oblique shots with the camera, although certain technical difficulties present themselves, such as avoiding the rotor blades coming in to the picture. But these troubles are offset by the advantages of photographing from a helicopter, the most important of which is the ability to hover.

In No. 194 Squadron, the helicopters carry a crew of two. The pilot is responsible for navigation. No navigator, as such, is carried because of the lack of scope for his skill and the limitations of the payload. The pilot is also the navigator and his intimate knowledge of the country in which he operates presents him with little difficulty.

The second man in the aircraft is known as the crew man. All who take on this role are volunteers, trained in the squadron. Their task is to be able to maintain the helicopter under any circumstances in the jungle. If damage results from a landing in the dense undergrowth, they may have to spend a week at work before the aircraft can be repaired, and take-off again. On their flights, both pilots and crew men ensure they carry enough food and equipment to last for several days.

It should not be thought that helicopters, for all their obvious advantages, find it always easy to land in the jungle. A normal touchdown requires a space which is 50 yards in diameter. But more often than not the exigencies of the operation in hand demand that the pilot lands in a much smaller clearing. The skill employed in such circumstances has to be seen to be believed. But it is understandable that mishaps do sometimes occur when an aircraft has to be manœuvred into minute clearings between trees, each over 200 ft. high, and then take-off again, carrying perhaps a serious casualty, who not only adds to the pay load but naturally demands the smoothest possible conditions of flight.

Rescue, reconnaissance and transport are the normal functions of these helicopters. But they are also used for offensive work. Nowadays the terrorists often survive only by cultivating small clearings with crops. When a helicopter spots one of these, it can return to base and fly out with apparatus which will effectively dispose of the Communists' means of survival. A 40-gallon tank containing a chemical mixture destructive to crops is carried and over the target directs a spray at a rate of 10 gallons a minute on the enemy base. The result is yet another retreat on the part of the terrorists.

Nearby neighbours to 194 Squadron are their friendly competitors 848 Royal Naval Air Squadron. Its members first came to Malaya in 1953. They use Westland Sikorsky Whirlwind helicopters. These large troop-lifting aircraft can carry ten fully-armed troops or six

(Continued on following page)

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IN "LINE ASTERN": The formation of R.A.F. Sycamores from No. 194 Squadron leaves below it buildings on the outskirts of Kuala Lumpur (right foreground) and a flooded and disused tin mine (centre). In the operations in the Malayan jungle the helicopters undertake reconnaissance; transport of supplies and personnel, and rescuing of sick and wounded.

Helicopters Over Malaya

(*Continued from previous page*)

stretcher cases. Most of the work this squadron does is transporting troops into the deep jungle clearings, thus enabling the men to arrive on the scene fighting fit to kill or capture the terrorists in the vicinity.

In three years it has completed over 20,000 sorties and carried more than 40,000 troops.

In 1954 the first parachuting from helicopters in Malaya was carried out by the 22nd Special Air Service Regiment based at Kuala Lumpur, the soldiers jumping from the helicopters of 848 Squadron. It is worth noting that the paratroopers say they have a more comfortable jump from a helicopter than from any other type of aircraft.

In both the R.A.F. and the Fleet Air Arm squadrons the most important of their services is possibly casualty evacuation. For this they both have a duty pilot available at all times. A call from the operations room will have a helicopter airborne within a few moments, either day or night. The service is available for all armed services in the area and also to civilian authorities. Sick Aborigines have often been lifted out of the jungle and taken to Singapore or nearby hospitals for treatment.

Helicopters led the way in speeding up the destruction of Communism in Malaya. As a result the situation has been so brought under control that certain conventional aircraft have now been brought into the operations. Notable among them is the Scottish Aviation's Prestwick Pioneer. This is notable for its short landing requirement. To short strips laid out in the jungle it can carry heavy payloads of troops and is thus relieving some of the transport pressure which originally lay solely upon the helicopters.

AIR POWER WHICH OVERCOMES IMMENSE NATURAL DIFFICULTIES: The R.A.F. Sycamore helicopters leaving the capital of the Federation of Malaya should complete their mission in the jungle in a matter of hours. This means of reconnaissance and of supplying forward troops means that operations which previously took weeks to prepare can now be carried out in a few days. The assistance of aircraft which can hover or land in very confined spaces has been a major factor in the successes against the Malayan terrorists. For the Communists have found that the British forces can penetrate the deepest and thickest parts of the jungle.

A ROYAL NAVAL HELICOPTER LANDS AT DUSK: *On left*—A Westland Sikorsky Whirlwind of No. 848 Squadron, Fleet Air Arm, comes to touch-down on the airfield at Kuala Lumpur. Its powerful landing light is below its belly and the flash visible on the far side of the body comes from the exhaust, which is at the side of the nose. *On right*—In the approach to the landing, the helicopter has its lights on as it flies above the trees. Both these pictures were taken from the ground. The Whirlwind, employed by the naval airmen in Malaya, can take up to ten fully-armed soldiers or a variety of other loads. Its capacity is considerably larger than the R.A.F. Sycamore.

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THE BEATIFICATION OF POPE INNOCENT XI

The Solemn Ceremony Takes Place in the Basilica of St. Peter, Rome

THE BANNER OF POPE INNOCENT XI: A tapestried portrait of the seventeenth-century Pope hangs from a balcony of the Basilica of St. Peter during the ceremonies of his Beatification in Rome. By tradition His Holiness Pope Pius XII did not attend until late in the afternoon, when he drove from his summer residence at Castelgandolfo for the closing phases of the ceremonies. In the morning he broadcast a eulogy of Innocent XI which was heard by the vast assembly in the Basilica. Innocent XI, born Benedetto Odescalchi in Como in 1611, was a Pope of the greatest austerity and charity, despite the fact that he came from a long line of rich merchants and bankers. Before becoming a priest he worked as a bank clerk in Genoa. The greatest feature of his reign (1676–89) was his stand against the Turkish invaders who were threatening the destruction of European Christendom. It was Innocent XI who was the real influence in founding the league of European States that rose as a bastion against the invaders.

POPE PIUS XII PRAYS IN ST. PETER'S: Kneeling at his *prie-dieu* in the nave of the Basilica, the Pope joins in the final moments of the long ceremonies of Beatification. Behind the kneeling monsignori stands a rank of Noble Guards and at the beginning of the nave is an arrowhead of Swiss Guards. Fifteen cardinals and 100 bishops were present.

A PRAYER FOR THE SOUL OF A GREAT PREDECESSOR: Pope Pius XII prays in St. Peter's. In his broadcast eulogy the Pope spoke of the greatness of Innocent XI and of the "historical justice" that was now being rendered.

THE EMBALMED BODY OF "THE FATHER OF THE POOR": The crystal coffin containing the body of Innocent XI, known as "The Father of the Poor" for his charity to the humble, was placed above the High Altar in the Basilica during the main ceremonies that took place in the morning. A curtain screened the coffin from view when Pope Pius XII entered the Basilica in the afternoon to venerate his beatified predecessor.

FRENCH PARACHUTE FORCES EXERCISE IN CYPRUS: Two "sticks" of paratroops land in a field in the island after leaving their parent aircraft. The troops were part of the large contingent of French soldiers who have been based on the island since the crisis over Suez necessitated the strategic movement of both French and British units. The French units, stationed at Famagusta and outside Nicosia, consist mainly of parachute elements under the command of General Gilles.

In the Cyprus Spotlight

French Paratroop Exercises and "Operation Sparrowhawk"

AFTER THE TRAINING JUMPS: The detachments of French paratroops assemble their equipment and remove their jumping helmets after the completion of their exercises. Most of the time their units are confined to the two camps specially built for them on the island to avoid any incidents which might involve them with the EOKA terrorists.

SECURITY FORCES IN A MOUNTAIN VILLAGE: While the houses in a small mountain village are being searched by troops the entire male population is rounded up for screening by intelligence officers. This method bore welcome fruit during "Operation Sparrowhawk," when a large number of suspects were captured. *On right*—Brigadier M. H. Butler, commanding 16th Independent Parachute Brigade, which bore the brunt of the mountain searches, explains the aim of the round-up to members of the Press. Among the captured weapons were an Italian Breda light machine-gun, an Italian rifle and ammunition for both weapons. This would seem to confirm the existence of outside supply lines.

SEARCHING FOR TERRORISTS: A British corporal guards the entrance to a small cave near the sea which served as an EOKA hideout. This was an incident in "Operation Sparrowhawk," a nine-day drive against the terrorist gangs in the Kyrenia Mountains, which was carried out by large numbers of the security forces on the island. In the course of the drive two EOKA leaders, described as "badly wanted," were captured and an assortment of arms and ammunition uncovered. One of the captured terrorists had a price of £5,000 on his head. The search involved the intensive combing of more than 200 square miles of wild terrain, including the rugged and difficult mountain terrain In addition to the capture of an entire terrorist group in a concealed chamber hidden in a farmhouse, more than fifty men suspected of active association with the terrorists have been held for intensive questioning by the security forces. Some of the men in custody are thought to be responsible for several recent murders, and a Sten gun known to have been used in at least five murders was also found.

TORIES AT LLANDUDNO

The Conservative Party Meets in North Wales for its Annual Conference

A LONE VOICE: Mr. William Yates, M.P., opposes the Government's Suez Policy at the Conservative Party Conference. His was a one-man opposition.

"WEIGHING IN": Mr. Sandys, Minister of Housing, watches Miss Hornsby-Smith, Parliamentary Secretary to the Ministry of Health, weigh herself.

THE POSTMASTER-GENERAL: Dr. Charles Hill and his wife stroll in the sun before the Tory Conference opens.

On left—
THE CHAIRMAN OF THE CONSERVATIVE PARTY ORGANISATION: Mr. Oliver Poole and his wife look out to the sea at Llandudno. He opened the one-day Conservative Local Government Conference which preceded the Party Conference there.

On right—
TIME OFF FOR SIGHT-SEEING: In a break between sessions, Mr. Peter Thorneycroft, President of the Board of Trade, points out to his wife some of the landmarks in the resort in North Wales, where the Conservatives gathered for their Conference.

THE CHANCELLOR OF THE EXCHEQUER AND THE HOME SECRETARY: *Left*—Mr. Harold Macmillan and his wife stroll on the pier. *Right*—Major Lloyd-George and his wife follow the same route. The Chancellor's important day at the Conference was when the Government's economic policy and the incidence of taxation were debated on resolutions calling for stabilisation of the cost of living and wages, and deploring the excessive weight of taxes. The Home Secretary's chief concern was in the debate on the bill for Abolition of the Death Penalty.

The Conservative Party Co
ference this year open
with debates on Foreign Affa
and Housing. On a resolu
"strongly endorsing
Government's resolute poli
throughout the Suez Crisi
there was a single voice
opposition. This was
William Yates, M.P. for
Wrekin. He spoke of his
cent interview with Col
Nasser and of "lack of di
tion" in Britain's policy.
was frequently interrupted
at the conclusion of the deb
was firmly answered by
Anthony Nutting, Minister
State for Foreign Affairs.
the vote of the 4,000 delega
on the resolution, Mr. Ya
was the single dissentient.
the discussion on Housing.
main speaker was Mr. Sand
the Minister of Housing
Local Government. He o
lined a plan for ending
control by stages. In ensu
sessions, economics, taxati
national expenditure,
Party's election promises
death penalty and public
tions were among the top
which were discussed.
the eagerly-awaited climax
after the conference had end
and Sir Anthony Eden spo
at a party rally.

THE INAUGURAL ADDRESS AT THE CONSERVATIVE PARTY CONFERENCE: Sir Eric Edwards, the Chairman of the Conference, speaks from the centre of the platform to the delegates assembled for the first session of the Conservative Party Conference in the Pier Pavilion at Llandudno, in North Wales. He is flanked by Ministers and Party officials. Altogether 4,000 delegates were present and debates ranged from Foreign Affairs to Economics. The climax was at the rally at which the Prime Minister spoke.

A SYMBOLIC PROTEST: A coffin is carried by "mourners" led by Mr. T. Lynch, National President of the Union of Small Shopkeepers, in a demonstration outside the Conference. The banners proclaim the "funeral" is caused by "exorbitant high rates."

IMPORTANT FIGURES IN THE CONSERVATIVE DELIBERATIONS: Mr. Macleod, Minister of Labour (on left), and Mr. Butler, Lord Privy Seal, wait to board the train for Llandudno. Mr. Butler was loudly cheered for his several speeches to the Conference.

OCTOBER IN THE ENGLISH COUNTRYSIDE

Some Reflections on the Ivy and its Autumn Bloom

By BRIAN VESEY-FITZGERALD

OCTOBER is the first full month of autumn. This is the first month to give nothing to summer—not one day, not so much as a single hour. Men may speak of St. Luke's Summer, and it is true that the weather is sometimes brilliant and the sun warming for those few days, yet at their best no man could confuse them with days of true summer as a man might some September days. There can be no doubt about it: in the full light of day the dress of early autumn will not always stand close inspection. It is a little shabby.

This shabbiness is, however, less noticeable when the sun shines and the sky is blue. Few people look closely at a hedgerow at such times, and it is worst, this shabbiness, in the hedgerows. As a matter of fact, by the end of September in a good year (and this has been a notably bad one) the roadside hedgerows have begun to lose their form and their colour—the shape is spoilt—and this is true too, though to a less extent, of the woods. In the thick leaf of summer the nests of the warblers and the finches could be found only by accident or as the result of long hours of patient watching. Now, the hedges show them to you. And the nests are like the hedges, their shapes spoilt. By mid-October even the most closely felted and most perfectly finished of all the hedgerow nests, those of the wren and the chaffinch, nests in which, during the time they were occupied, there was never a feather nor a scrap of moss out of place, are virtually in ruins. It is as if they could be held together only by the pressure of the bird's breast.

But, as I have said, with the sun shining you do not notice this shabbiness so much, if at all. It is on the grey overcast morning, when there is no temptation to look upwards, that you do. Then the elder bushes, stripped of their blue-black berries by bird and field-mouse, have a pale spent look; the clover heads are blackening; the cow-parsnips are gaunt skeletons lining the way. On such a morning you see autumn without the recompense of colour. (I think that the poet must have been recalling such a scene when he wrote his famous line, "change and decay in all around I see." And I think that his liver must have been out of order as well.) On a sunny day, of course, the shabbiness is hidden, for all but the most observant, by a wealth of colour.

In a normal year the full autumn colouring is not present by mid-October, but there is by then rich promise of the golden and russet glory to come. Personally, I prefer the period of change to the full richness of late October and early November. With but little imagination one might then be in a different season altogether. For example, there is a single elm near my house which should now be turning from green to yellow. Its crown caught by the early morning sun, it could so easily be the elm of April turning from pale greenish-gold to full green. One might almost be watching the growth of spring, not the decay of autumn: the advent of summer, not the advent of winter. But this year the leaves of that elm—windswept, hail-torn, drenched—began to turn in the third week of August. And they were falling before they had a chance to don their funeral robes.

This sort of thing can be depressing. But in fact, of course, October is not concerned solely with the falling leaf and changing colour, with the first frosts and approaching winter. There are some garden flowers which come into bloom this month: indeed, it is towards the end of the month that I look each morning for the first bloom of *Iris alata* in my own garden. And there is one wild flower, the last of all the British plants to do so, which comes into bloom towards the end of the month; and that is the ivy.

There can surely be nobody who cannot recognise the ivy instantly. It grows wild everywhere, in town and country alike. Moreover, there are now several cultivated varieties, some of them outstandingly beautiful with their gold and silver and variegated foliage. There is to-day even a fashion for growing ivy indoors as a decoration for halls and staircases. Yet nowadays nobody seems to talk about the ivy out of doors, unless it be to deplore it or to curse it.

It was not always thus. Ivy was the plant of Bacchus. It was commonly supposed to afford protection against drunkenness: indeed, it was said that, if you drank from a bowl or a beaker made of ivy wood, it was impossible to become intoxicated. At one time, of course, an ivy bush was the sign of a tavern in this country: you will remember Shakespeare's "if it be true that good wine needs no bush."

And at one time the ivy had another (and more spiritual) significance. In early Christian art it was the symbol for everlasting life. It is for this reason that it was so frequently used for binding graves.

Shakespeare mentions the ivy four times. In *A Midsummer Night's Dream* he associates it with the honeysuckle as an emblem of affection. Titania speaks:

> Sleep thou, and I will wind thee in my arms.
> Fairies, begone, and be all ways away.
> So doth the woodbine—the sweet honeysuckle—
> Gently entwist—the female ivy so
> Enrings the barky fingers of the elm.

NATURE'S EFFECTIVE CAMOUFLAGE: This picture of a cottage at Bredon, in Worcestershire, taken in 1947, shows clearly the extent to which ivy can multiply if allowed to spread unhindered. Contrary to popular belief, the ivy is not a parasite in the true sense of the word for it finds its nourishment through its own roots sunk in the soil. The small pad roots which enable it to climb trees and buildings do not feed on the plants they alight on. The particular nature of its growth, however, and the strangling effect of its stems often chokes shrubs and other plants.

But in the *Comedy of Errors* and in *The Tempest* Shakespeare obviously regards the ivy as a parasite. In *The Tempest* Prospero describes his brother thus:

> He was
> The ivy which had hid my princely trunk,
> And sucked my verdure out on 't.

which is very much the same idea as Cowper's

> As creeping ivy clings to wood and stone,
> And hides the ruin that it feeds upon.

It is not often that Shakespeare slips up on a point of natural history. But the ivy is not a parasite: the root is in the ground and it is from the soil that it obtains its nourishment, though it does climb by means of adventitious roots. (So far from being a parasite, the ivy plays a part in nature similar to that played by cosmetics in the life of the human female. It will soften and enhance a plain façade: it will disguise and hold together a ruin.) But it is, I think, very largely the belief that the ivy is a parasitic plant and kills the thing upon which it feeds that is responsible for the modern attitude to it.

It is in this month that the ivy flowers; and it is well worth attention. You can generally tell a plant at once by its leaves (a much safer method than by the flowers) for the leaves never vary. And, of course, you can tell the ivy leaf at once. But in the ivy the leaves vary a great deal. Though they are all tough and shiny (most evergreen leaves are, since they have to withstand winter conditions) they may vary enormously in shape even on the same plant. The most common shapes are cordate (heart-shaped) and palmate, with five distinct and pronounced lobes, representing the five fingers of the hand. But you can also find, quite frequently, leaves that are sharply lance-shaped: and, of course, every possible gradation between these three, and sometimes all on the same plant.

Nobody seems to know the reason for this astonishing variation in leaf form. It would seem to be a point that has either escaped the attention of the botanists or one that has defeated them altogether. L. J. F. Brimble has suggested that it occurs in order that each leaf may get the maximum amount of sun and air. This is the only explanation I have come across. But it seems odd to me that other creepers and climbers have not adopted the same methods, so singularly successful in the ivy.

The leaf is not the only reason why the ivy is worth more than the casual glance which is all that it usually receives. The flowers are really beautiful: a lovely gold-green, almost a sunflower colour, so beautiful that I am continually astonished to find people who do not know that the ivy has a flower. I am also astonished how very rarely ivy flowers are used for decoration in this country, for they last exceptionally well in water.

But there is more to the ivy in this month even than the beautiful flower. At berry time the plant provides a feast for the birds—the berries so greedily taken by birds are poisonous to man—now it provides a feast for a multitude of insects, so great a multitude that the sound of their urgent wings is audible from quite a distance away. Every conceivable—and inconceivable—form of winged insect attends the ivy feast: wasps and humble-bees and innumerable small, thick-bodied flies of the house-fly type (and house-flies too), great shining blue-bottles and greenbottles, horse-flies and clegs; but also long and slender flies with bodies green and crimson, flies of gold and flies of emerald no thicker than a single thread of silk, flies as glistening and delicate as a shaving of mother-of-pearl. And, mingled with them all, giants by comparison, there should be a few of the late autumn butterflies, gorgeous painted ladies and red admirals.

The ivy, of course, provides a great attraction for insects and spiders at any time of the year—this is the only point that I can find in favour of growing the plant indoors, and it is the one point which has not, I feel sure, occurred to the vast majority of the ladies who do grow it thus—for it offers shelter and warmth in greater degree than do most plants. But now the attraction is much more pressing. Now, food is scarce elsewhere; the nectar of the ivy, so freely exposed, is almost all that is left. When that is gone, there is only the cold and starvation. For most of the diners this is their last meal on earth.

But not for all. There are those that feast upon the feasters. For underneath the ivy, and round it, and over it, are the spiders' webs. They are there most, if not all the time of course, though not in such numbers as now, but then they pass unnoticed. Now the heavy autumn dews load them, and make them so conspicuous that one wonders how even the silliest midge can ever be caught. But caught they are, in one web or another—and there are many different sorts of webs around the ivy.

Nor is that all. Look along the branching stems of the ivy, lift a leaf and peer underneath, shake a coil over your handkerchief: beneath almost every leaf (or so it seems), along almost every branching stem, there lurks a spider, a spider without a web, a spider that relies upon speed of movement to catch an insect just a little drunk on ivy nectar.

We talk—a little glibly, perhaps, and often, I suspect, to excuse our own ruthlessness—of "nature red in tooth and claw." But, for the most part, we do not notice one of the best examples of this aspect of Nature. It takes place annually on the walls of our houses and on the trunks of the trees in our gardens amid the gentle beauty of the ivy blossom which so many of us pass by as unworthy of a second glance.

FOLLOWING THE COURSE OF AN AEROPLANE 300 MILES AWAY: On the proving-grounds of the United States Army at White Springs, Private Lee Hashbarger tests the new optical tracker which has been developed by the U.S. Army Signals Corps. By means of it the course of a moving aircraft can be followed up to a distance of 300 miles away. The revolving equipment weighs 1½ tons and is designed to operate with radar sets. The large central tube and the smaller ones at the side are raised or lowered to keep the distant aircraft in range.

On right—

AN ALL-POWERFUL EYE: The operator looks into the powerful lens of the optical tracker and by means of the instrument panel in front of him keeps the vast gun-like apparatus on the course of an aeroplane possibly hundreds of miles away and at a great altitude. Through the microphone by his mouth he can pass information so that anti-aircraft action can be taken. A high degree of efficiency is claimed for the tracker by engineers who have tested it.

DEFENCE AND ATTACK

Some of the Newest Weapons Now Coming into Use

The progress of new weapons continues to develop each month in all the major Powers of the world. The pictures on this and the following pages are concerned for the most part with new American weapons. They can be divided into those for defence and those for attack.

Among defence devices, the United States Army's long-range tracker against aircraft is one of the most important. It is only sixteen years since radar made sensational news in Britain's anti-aircraft defences, and played a decisive part in winning the Battle of Britain. From that time the equipment became an essential to any country which hoped to keep up to date. To-day the Americans are testing a radar apparatus which can follow the course of an aircraft no fewer than 300 miles away. In shape not unlike a giant mortar, this tracker, and the developments from it, may prove to be as vital in wars of the future as the original radar was in 1940.

Turning to attack, the U.S. Army is proving the worth of a number of weapons. Some of these are guided missiles, or carry atomic war-heads. For instance, the guided missile "Dart" is a simply-designed but highly effective anti-tank weapon. Powered by a rocket motor and governed by fins, it should put a heavily-armoured tank out of action.

American soldiers, like all others, have a tendency to give nicknames to their weapons. Two of them may be termed in the "John" family. One is "Little John." It is a missile with an atomic war-head which recently made its first appearance before the public on the proving-grounds at Aberdeen, Missouri. "Little John" is only 12 ft. long, but as it tears through the air from its launching site it is not difficult to appreciate that it must carry at least the destructive equivalent of a battery of conventional artillery.

"Honest John" can be described as "Little John's" elder brother. This is a solid-propellant rocket manufactured by the Douglas Company for the United States Army Ordnance and is an unguided artillery rocket. In other words, it has to be aimed from its launching-site. But with the aid of rear fins it can be directed dead on to its target and work the most terrifying havoc.

But nuclear and guided missiles are by no means all the story of a modern army's progress. It is often said that we are in a state of transition as regards military weapons, and that the conventional types must not be dropped until the new nuclear devices are fully proved. So it is not surprising to find that the U.S. Army is paying equal attention to improving such armaments as the 175-mm. field gun and the T-161 machine-gun. The 175-mm. gun is among the most versatile field pieces in service in the world. It is reported the T-161 will replace all existing types of calibre ·30 machine-guns in the U.S. Army.

SIMPLE BUT EFFECTIVE: The guided missile "Dart" r
comparatively simple. The warhead and [illegible]re
and it is presumed that the centre and tail [illegible]eep
It can also be seen that there is nothing [illegible]ate
it is fired and that it can be brought into [illegible]ion

A NEW ANTI-TANK GUIDED MISSILE: Mounted on a United States Army vehicle is the guided missile "Dart," which is one of America's latest anti-tank weapons. "Dart" is approximately 5 ft. long and has fins or "planes" at right angles at its centre and smaller fins at its tail. It is propelled by a rocket motor containing smokeless propellant. In the air it is considered to have sufficient manœuvrability to make it relatively safe from rifle, machine-gun or anti-aircraft fire. One "Dart" hitting its target should be able to destroy or put out of action a heavily-armoured tank. This ingenious guided missile was developed by the Aerophysics Development Corporation of Pacific Palisades, California. A contract for its production is held by the Utica-Bend Corporation of Utica, in Michigan.

Defence and Attack

(Continued from previous page)

"LITTLE JOHN" MAKES ITS DEBUT: [illegible]
American atomic weapon of small [illegible]
tears into the air from its launchi[illegible]
site at the proving grounds of Abe[illegible]
deen, Missouri. This picture w[illegible]
taken when the missile was showi[illegible]
off its paces in public for the fi[illegible]
time before 5,000 people at the ann[illegible]
meeting of the American Ordna[illegible]
Association. It is no more than 12[illegible]
in length and it has been nickna[illegible]
"Little John" by the American Arm[illegible]
It is classed as a small-calibre fi[illegible]
artillery rocket and is believed to [illegible]
among the smallest weapons of th[illegible]
type to carry an atomic warhe[illegible]

On left—

AN "ELDER BROTHER" IS READY F[illegible]
ACTION: An "Honest John" mis[illegible]
lies on its truck ready for launchi[illegible]
This weapon, which may be said [illegible]
be among the elder brothers of "Lit[illegible]
John" (seen in the picture above), [illegible]
listed as an unguided artillery roc[illegible]
in production for the United Sta[illegible]
Army Ordnance. It is aimed at [illegible]
target from the moment of firi[illegible]
and not guided. Nevertheless, it c[illegible]
be directed from its launching ra[illegible]
with great exactitude, the rear f[illegible]
being carefully designed to keep it [illegible]
direction. As a surface-to-surf[illegible]
rocket it has great destructive pow[illegible]

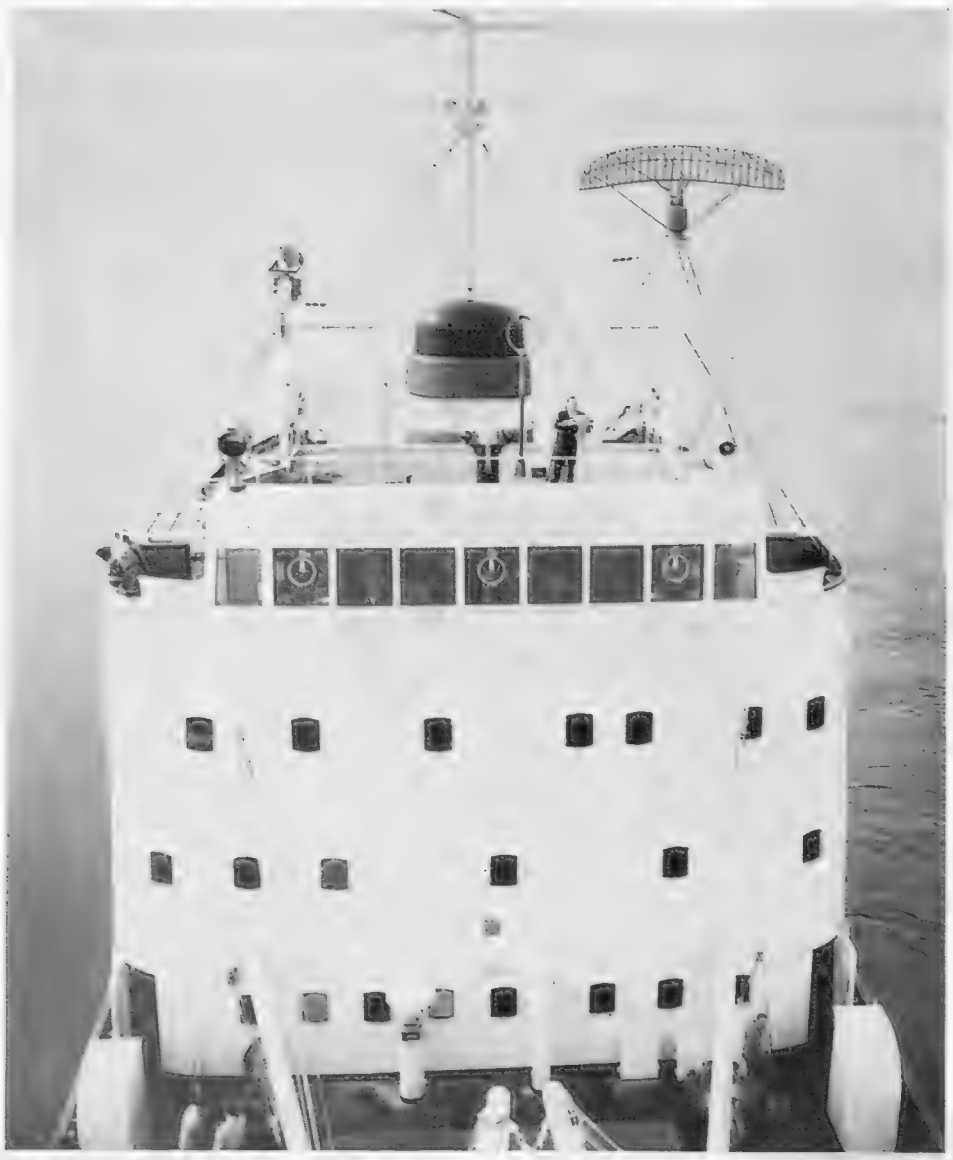
"Dart" ready for firing. Its design is and here driven by the rocket motor, tail keep it in the required direction. ng created about the base from which into action very quickly and effectively.

On righ

A VERSATILE PIECE OF FIELD ARTILLERY: The 175 mm. field-gun developed by the Franklin Institute of Philadelphia [illegible] the United States Army [illegible] probably one of the most [illegible] tile of field pieces in se[illegible] in the world. It incor[illegible] s all the major capa[illegible] of the American 155 [illegible] gun, the 8-in. howi[illegible] and 8-in. gun and is s[illegible] to all of them in th[illegible] an fire in a complete [illegible] from its platform. A ne[illegible] ht which reads direc[illegible] numbers instead of m[illegible] eter scales adds to th[illegible] ed and accuracy of fi[illegible] trol. Despite its appa[illegible] heavy weight, an ingen[illegible] system of hydraulics allows the gun to be got into action at a respectable and economic speed.

A NEW DEVELOPMENT OF A CONVENTIONAL WEAPON: Sights are taken along a T-161, which is a 7·62 mm. machine-gun with which the U.S. Army is said to be planning to replace its existing types of calibre ·30 machine-guns. The weapon is light in weight. It can be fired from three positions—from the ground, with bipod or tripod; from the hip; or from the shoulder.

A SCOOTER SHOOTER: Visitors to the International Motor Show in Paris examine an ingenious product from the French Ministry of Defence. It is a scooter armed with a short-barrelled recoilless 75 mm. cannon. The gun is placed along the top of the machine. Over the rear mudguards the saddle-bags, which normally occupy these places, have been removed. Instead, carriers have been created for six shells. The possession of "scooter shooters" might add to the mobility of an army, but there may be some doubt regarding how the machines would be able to operate effectively in the field. However, the exhibiting of one at the Motor Show, in Paris, is evidence of the original approach of French automobile designers to the military as well as the civil side.



THE BRIDGE OF THE "MAGGA DAN": The 1,850-ton Danish ice-breaker was launched at Aalborg, in Denmark, on June 1 and has been chartered by the British Government for use by the British Trans-Antarctic Expedition.

IN PREPARATION FOR HER ARDUOUS VOYAGE: The *Magga Dan* lies at her berth alongside the quay at Aalborg, in Denmark, where she is carrying out her sea trials after her launching last summer. She was recently joined for several days while at sea by a party of British technicians led by Rear-Admiral Parry, Chairman of the British Trans-Antarctic Expedition, which is to cross the Polar Continent next year. The ice-breaker will carry the expedition, led by Dr. Vivian Fuchs, on the preliminary voyage to the base camp at Vahsel Bay, in Antarctica. She will be delivered in London on November 1 after her trials in Danish waters have been completed. In design and tonnage the vessel is the sister ship of the *Kista Dan*, already well known for her voyages in Polar waters with various Commonwealth expeditions. During her coming voyage the crew will be Danish and the ice-breaker will be commanded by Captain H. Cristian Petersen who has led the *Kista Dan* on four of her Polar trips. Before the *Magga Dan* sails from London with the expedition on board she will be visited by the Queen who will inspect the ship and take leave of the scientists and technicians on board. The ice-breaker, when her first task is completed, will take a second party of British scientists to the South Pole to make weather observations during the Antarctic winter

PREPARING FOR ANTARCTICA

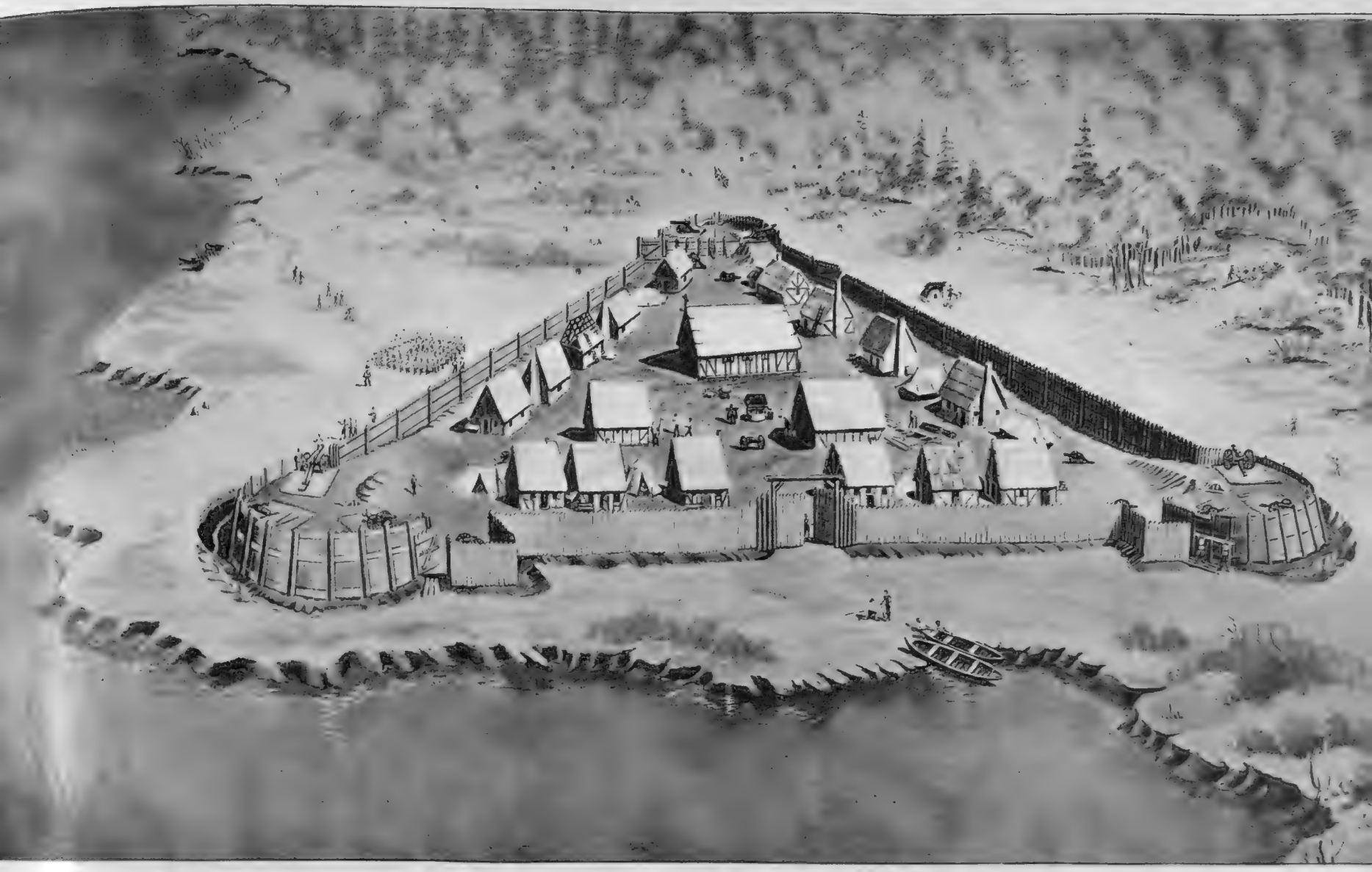
The "Magga Dan" Continues Her Trials; the "Shackleton" Sails from Southampton; and H.M.S. "Protector" Leaves Portsmouth

A CHAPLAIN SAILS FOR ANTARCTICA: The Rev. Eric Milner, R.N., who is chaplain on board the converted netlayer H.M.S. *Protector*, has undertaken to collect fleas, lice and other parasites from Antarctic birds for the Natural History Museum, in South Kensington, while the vessel is in Polar regions. H.M.S. *Protector* sailed from Portsmouth in the first week of October on her second commission in the Falkland Islands and Dependencies.

On right—

THE FIRST SEA LORD ARRIVES ON BOARD H.M.S. "PROTECTOR": The naval helicopter bearing Earl Mountbatten alights on the after-deck of the converted netlayer as the First Sea Lord comes on board to inspect the ship before she sailed for the Falkland Islands. The vessel is to spend six months in the Antarctic waters to help the Governor of the Islands and Dependencies to maintain the security of the territories under his jurisdiction during the coming Antarctic season.

THE START OF A 27,000-MILE VOYAGE: Friends and relatives watch from the dockside as the Royal Research Vessel *Shackleton* sails from Southampton to begin a round voyage of about 27,000 miles. She carries scientists and supplies for the annual relief of eight of the ten British Antarctic bases of the Falkland Islands Dependencies survey. Among those at the quayside who arrived to bid farewell to the departing scientists and assistants was Dr. Vivian Fuchs, who will lead the Trans-Antarctic Expedition across the South Pole next year. The Royal Research Vessel is expected back in Southampton some time in May 1957 after completing the changeover of relief parties.



A RECONSTRUCTION OF FORT JAMES: This artist's impression shows the fort on the James River, in Virginia, where the first permanent English settlers in America lived and worshipped during the earliest days of the colony in 1607. The reconstructed fort with its quaint houses and church and its ancient cannon will be a feature of the Jamestown Festival due to take place in 1957, when the 350th anniversary of the original landing of Captain Christopher Newport, Captain John Smith and 103 settlers is to be celebrated.

AN ENGLISH COLONY IN AMERICA

Next Year the State of Virginia Celebrates the 350th Anniversary of the Landing of English Colonists at Jamestown

The 103 English colonists led by Captain John Smith and Captain Christopher Newport, who set sail from Blackwall, on the Thames, to found the first settlement at Jamestown, in Virginia, will be commemorated next year by their present-day successors to mark the 350th anniversary of their landing. A party of prominent Virginians is at the moment in England led by Mr. Thomas B. Stanley, the Governor of the State, to make a tour of the country as a preliminary to next year's celebrations. The party will visit Richmond, Surrey, after which the original settlers named their capital, and Oxford, Chester and Edinburgh. This will be followed by a visit to the Low Countries.

Among the shrines and memorials in England particularly dear to Virginians are those of Sir Walter Raleigh, Captain John Smith, who led the settlers and became the first Governor of Virginia, and Pocahontas, the Indian princess who married one of the colonists and is buried at Gravesend. Both the British and United States Governments are taking part in next year's celebrations.

"THE ARRIVAL OF THE FIRST ENGLISH SETTLERS": This painting by Griffith Baily Coale depicts the three vessels bearing the colonists off Jamestown Island, May 13, 1607. On the left is *Godspeed* (40 tons), centre, *Susan Constant* (100 tons), and right, *Discovery* (20 tons).

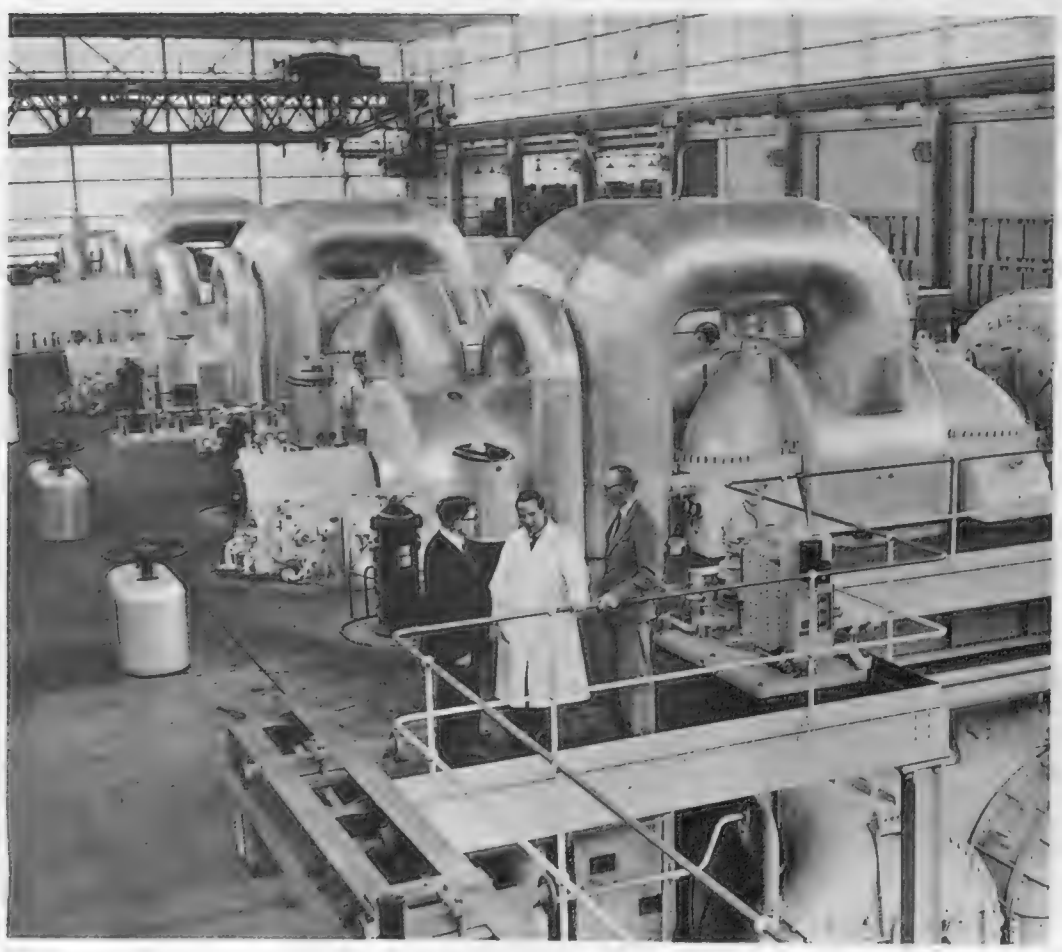
"WIVES FOR THE SETTLERS": The arrival in 1619 of a group of young women as wives for the settlers in Jamestown is the subject of this early nineteenth-century American painting by George Cooke. A successful novel, *To Have and to Hold*, was also based on this incident.

A RETURN VISIT TO ENGLAND: Civic dignitaries of Southampton pose with members of the party of Virginians who have arrived in England to celebrate the 350th anniversary next year of the founding of their State by English settlers.

HOMES FOR SCIENTISTS: This new housing estate has been built at Seascale, in Cumberland, for the families of technicians serving the new Atomic Power Station at Calder Hall five miles away. The station was due to be opened this week by the Queen.

On left—
THE NO. 1 REACTOR AT CALDER HALL: In the left background can be seen a lightly-shielded charging machine, and in the centre background a heavily-shielded discharging machine. The machines are used to insert new fuel cartridges and remove the highly radioactive spent ones.

Below—
INSIDE THE TURBINE HALL: In the background can be seen the 23,000 K.w. Parsons steam-turbo alternators. The four alternators in the hall give a total maximum output of 92,000 K.w., part of which supplies the station itself.



CALDER HALL POWER STATION AS IT NEARED COMPLETION: It is the first large-scale plant in the world to produce electricity by converting heat developed by the fission of uranium in a nuclear reactor. *On left, below*—The two huge cooling towers of the station can be seen on the left of the picture. In the foreground is the first of the many pylons that carry away the electricity produced by the two nuclear reactors and distribute it along the national grid.

BRITAIN'S FIRST ATOMIC POWER STATION

Calder Hall, in Cumberland, was due to be Opened Earlier in the Week by the Queen

The atomic power station at Calder Hall, which was due to be opened by the Queen last Wednesday, is only part of a wide programme of construction undertaken by the Atomic Energy Authority, but it acquires a special significance in being the first demonstration on an industrial scale of the possibilities of a new source of useful energy. To the old sources, coal and oil, has been added a third which promises to prolong the lives of the great industrial systems hundreds of years beyond the point when the sources of power on which they have hitherto principally relied will have been exhausted.

The heart of the new power station lies in the two reactors. In the design stages of the scheme only one reactor was authorised, but it was decided to plan for two and, in fact, permission to include a second was allowed a few months later. Each reactor looks like an immense boiler drum with pipes leading off at the top. Inside this structure lies the reactor core comprising over a thousand tons of graphite, 10,000 uranium rods and the complex mechanisms of control and operation.

Since the core of the reactor becomes dangerously radio-active while in operation it is surrounded with the thick steel walls of the pressure vessel which supports it. Even this is not sufficient to prevent penetration by flying neutrons and gamma rays so it is encased in its turn by a concrete shield 7 ft. thick. Although radioactive elements still manage to get through they are effectively reduced to a harmless power. With its shield and the associated buildings around it each reactor weighs 22,000 tons and rests on a reinforced concrete raft 11 ft. thick, adding nearly 10,000 tons more to the aggregate weight on the subsoil.

There are three major ancillaries to each reactor. The first of these is the charge-discharge equipment by means of which the reactor is supplied with fuel in the form of uranium rods and the spent cartridges are removed. Two separate machines perform these tasks. The second important ancillary is the mechanism which detects faulty fuel elements. Any breakage threatens a leak of radioactive elements and the necessity of detecting the danger point at once is paramount. Last among these three ancillaries is the complex system of control mechanism which actually operates the reactor. In the plant there are two main points of control, one for the reactor and one for the generating equipment. Both control systems are designed to give the maximum safety measures in normal operation and to provide sufficient safeguards in the event of an emergency.

The first reactor was completed in the middle of May this year and the entire project comprising two reactors, their associate heat exchanger towers, a turbine hall and two cooling towers has now come into operation. This plant, however, is only the first phase of the plans for the Calder Hall site. A copy of the station is to be built alongside the present plant so that the complete factory will consist of four reactors and their ancillary equipment. When finally developed the site will feed nearly 150 M.w. into the national grid.

HELICOPTER'S EYE-VIEW OF A SCOTTISH FOREST: This fine aerial view shows Glenduror Forest (foreground), Loch Linnhe (middle distance) and the hills of Ardgour (background). The Forestry Commission is experimenting with helicopters for forest work.

A Helicopter Helps Scottish Forestry

The Forestry Commission has been Experimenting with a Helicopter in Glenduror Forest, Argyllshire

The Forestry Commission in Scotland is experimenting with the use of helicopters for tasks in forest land, which may be far more difficult and slower to accomplish when workers have to penetrate heavily-wooded country at ground-level. Most of the experiments have been concerned with transporting timber. In Glenduror Forest, in Appin, Argyllshire, 3 tons of timber have been moved by helicopter. The machine, a Bell 47G of American design, carried loads of a quarter of a ton at a time. It made twelve trips from a forest clearing about 700 ft. up on the slopes of Ben Vair to a field near the village of Duror. The distance involved was about a mile. The timber was usually placed in a shallow trench in the clearing, so that it could easily be attached to the belly of the helicopter. This machine, which has two skids instead of a wheeled undercarriage, has a small ground-clearance. Forestry Commission officials observing the operation included Colonel R. G. Shaw, the Commission's Machinery Development Engineer, Mr. J. E. James, Conservator of Forests for West Scotland, and Mr. L. Sinclair, a Forester. They emphasised that the demonstration was an experiment only.

THE LOAD IS ATTACHED: Men of the Forestry Commission prepare to fix a load of timber to the helicopter in its forest clearing on Ben Vair. The machine, which is an American Bell 47G, is capable of carrying a quarter of a ton at a time. It made a total of twelve trips.

On left—

THE LADEN HELICOPTER RISES: The tree-trunks it is carrying to a field near the village of Duror, about a mile away, are slung between the skids that form the undercarriage. By using aircraft, difficult country is avoided. On the left rise the slopes of Ben Vair.

A VIEW OF THE GORBALS

Glasgow's Dismal Slum Area is to be Cleared and Redeveloped

IT has taken two years for the current slum-clearance programme in Scotland to reach its present stage. At the end of August 1954 the various city councils were asked to produce a comprehensive policy as regards their housing activities and to submit within one year their proposals for dealing with houses unfit for human habitation. The Scottish Office published a summary of these proposals as a White Paper last February.

According to the rate of clearance at the present moment, it is expected that 37,000 slum dwellings will be demolished or emptied by the end of 1958. This figure includes 5,500 houses in the Hutchesontown-Gorbals area of Glasgow, where 27,000 working-class families are crowded into tenement blocks which are rotten with decay and ridden with disease. The plan submitted by the Glasgow Corporation for the redevelopment of this district envisages the clearance of 5,500 houses in the next three years, the demolishing of 1,000 of them and the building of another 5,500 as replacements. As in the case of the clearance scheme of the Edinburgh Town Council, the Glasgow Corporation project has been submitted to the Secretary of State under the Planning Acts instead of the Housing Acts.

The position of shopkeepers and publicans who own or rent property in the Glasgow slum development area has been made clear by the authorities. As before, the Corporation will not own any of the nine to twelve public houses that will be built in the Hutchesontown-Gorbals district, for they will be purchased privately. In fact, a resolution of 1890 imposes a ban on licensed premises in Corporation property. It is proposed, however, that all the premises available as shops should be let by the Corporation with a first offer to those shopkeepers displaced by the redevelopment programme. The premises would be let at rents fixed on the basis of an economic return.

Some scepticism has been aroused by the fact that the scheme envisages a minimum of only 57 shops. But Mr. Ronald Nicoll, the Principal Planning Officer for the Corporation, has explained that, in fact, it is a reasonable minimum to put forward. The

(*Continued on following page*)

CAMDEN STREET, IN THE GORBALS: A rubbish-strewn piece of open ground between the squalid housing blocks serves as a playground for these children in Camden Street, Glasgow. The Scottish Office expect to demolish 37,000 slum dwellings by the end of 1958. Included in this figure are the 5,500 "unfit" houses that the Corporation of Glasgow is to empty during the next three years in the Gorbals district.

THE WASTELAND OF FLORENCE STREET: Children play around open garbage-bins in front of a block of apartment flats in Florence Street, Glasgow. In the centre of the picture is a brick lavatory which is used by eight of the crowded families living in the street.

IMAGINATION IN A WILDERNESS: A young child plays at being a shopkeeper outside her Florence Street home. Her "shop" is an overturned rubbish-bin and her "goods" the empty food tins and jam jars that once filled it.

OUTSIDE THEIR "HOME": This picture shows the Surrey Lane entrance to the apartment blocks in Nicholson Street. Two months or so ago an army of rats invaded the nearby blocks in Camden Street. A team of exterminators sent by the city health authorities killed them in hundreds, but made no real impression on the numbers that breed amid the waste and garbage which fills the open areas and deserted outbuildings.

CHILDREN AMID DECAY: T... cent... to Nicholson Street gives ... imp... terranean prison. Yet, in fact, ... is ...

A View of the Gorbals

(*Continued from previous page*)

greatest distance that 95 per cent. of the population of the area would have to walk to a shop would be 200 yards. The remaining 5 per cent. would have to walk a maximum of 250 yards. He agreed, however, that no great disturbance would be caused to the scheme if it were decided to raise the number of shops to 100.

Under the Town and Country Planning Act of 1947 the Corporation has to replace uprooted shops and industries as far as is reasonably possible. This puts the Hutchesontown-Gorbals district scheme into a different category from an ordinary housing plan. If the area is to be replanned with a view to "comprehensive redevelopment," then this entails not only the demolition of slum houses but also slum shops and slum factories. One of the best arguments for those who support the proposed figure of 57 shops is that of the 440 shops in the area at the moment, about 50 have been vacant for a long time. This would seem to prove that it is not a district of high shopping and commercial value.

The first stage of the Glasgow plan should be completed in the next three years, but the other stages will take from ten to fifteen years. In the allocation of new shops the Corporation hope to have the assistance of the various trade organisations, including the licensed trade. Since most shopkeepers who rent their property from the Corporation do so on a yearly basis, no disproportionate hardship will be caused by the gradual spread of the plan. The traders at present in the proposed redevelopment area will have all the time to watch the spread of the work and will know exactly when they are to be displaced.

Another aspect of the plan which has been the focus of much discussion is the question of the density of the population to be allowed. One of the worst features of the present slum tenements in the district is the appalling conditions that arise when so many families are crowded into such a relatively small area. Mr. Nicoll has said that the density allowed for in the redevelopment plan is 150 rooms to the acre. He admitted that this was higher than that allowed in many other schemes in Britain, but said that they were pressing the density to the limit in Glasgow because of the desperate shortage of housing land in the city. It was essential to develop to the highest density possible. Nevertheless, the scheme envisages the reduction of the present population of the district from the impossible figure of 27,000 to 11,000, which is well under half.

THE HOPELESS FIGHT AGAINST DECAY: The advanced state of deterioration into which many of the dwellings have fallen makes any effective repair virtually impossible.

THE ROOF OF A TOP-FLOOR FLAT: Tenants look at the passageway-roof of their block ... Florence Street. Most of the rooms have soaking, crumbling walls with most of the plaster fallen away. The humidity and dampness facilitate the spread of disease.

central staircase in a block facing on impression of some long-forgotten sub- is the hub of a crowded block of flats.

A TENT IN SURREY LANE: A group of children play in the open area near Surrey Lane, Glasgow. The lack of real playgrounds for the crowds of children living in the tenements forces them to spend their time in the open areas between the blocks of buildings where the outside brick lavatories and the communal garbage-bins provide a fertile breeding-ground for rats and other vermin.

CONVERSATION IN THE GORBALS: A group of mothers converses outside their homes in Camden Street while their children play in the waste area in front. The present population of the slum area comprising the Hutchesontown-Gorbals district is about 27,000. If the current plans for demolition and redevelopment are effectively carried out, it will mean that this figure will be reduced to 11,000. A large number of dwellings in the district are grossly overcrowded and this reduction of population is badly needed.

MORALS AND MEDICINE

Two Plays in London; and a New British Film in the Making

IN "A VIEW FROM THE BRIDGE": Ian Bannen (Marco) stabs Anthony Quayle (Eddie) before Megs Jenkins (Beatrice), and, behind her, Mary Ure (Catherine), in the play at the Comedy Theatre.

THE FINALE OF ARTHUR MILLER'S NEW PLAY: Ian Bannen (centre) as Marco, an illegal immigrant, raises his handcuffed hands in defiance at the end of *A View from the Bridge*.

A public licence was refused to Arthur Miller's *A View From the Bridge* presumably because of its references to certain moral questions. However, the New Watergate Theatre Club, which has been formed for the purpose of producing controversial plays of merit, opened with it as its first presentation at the Comedy Theatre, in London, last week. The scene is a tenement in Brooklyn and the principal characters are a dull-witted but well meaning longshoreman, his wife, his niece and two illegal immigrants. A lawyer acts as narrator. Misunderstandings due to individual psychology lead to jealousy, and love and innocence are darkened by violence and murder. Peter Brook directs this powerful tragedy, which enhances the author's reputation.

A SHAW REVIVAL: Anthony Ireland (Ridgeon), Ann Todd (Jennifer Dubedat), and Stuart Hutchison (Redpenny) in a scene in *The Doctor's Dilemma* at the Saville Theatre, London.

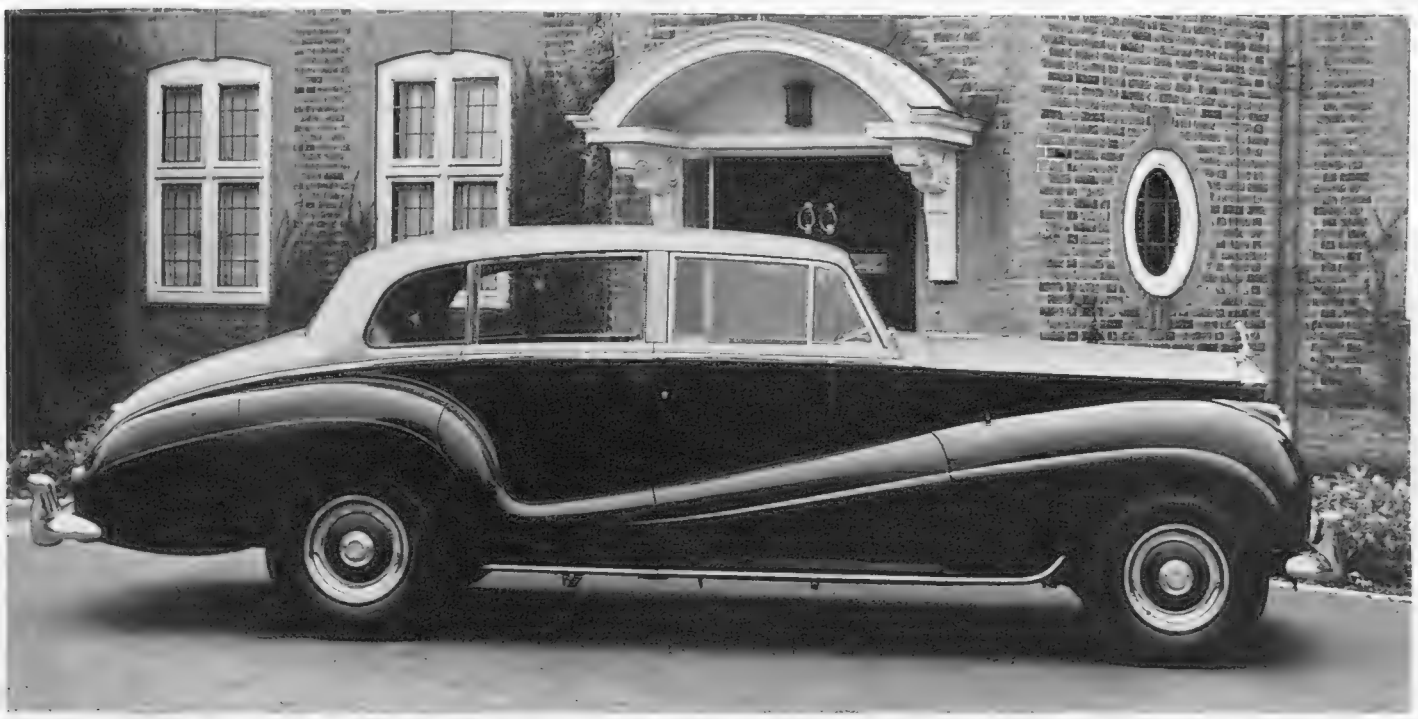
A SHOT IN THE OLIVIER-MONROE FILM: Sir Laurence Olivier and Miss Marilyn Monroe kiss close up to the camera in a shot in their film *The Sleeping Prince*, which is being made at Pinewood Studios in Buckinghamshire. Miss Monroe plays an American chorus girl in London. Sir Laurence Olivier is a Grand Duke.

"THE DOCTOR'S DILEMMA": From the left are Laurence Hardy (Walpole); Lewis Casson (Cullen); Anthony Ireland (Ridgeon); Michael Hordern (Bloomfield Bonington); Paul Daneman (Dubedat), in the play in which Shaw makes fun of doctors. Lewis Casson had a small part in the original production in 1906.

THE 1956 MOTOR SHOW

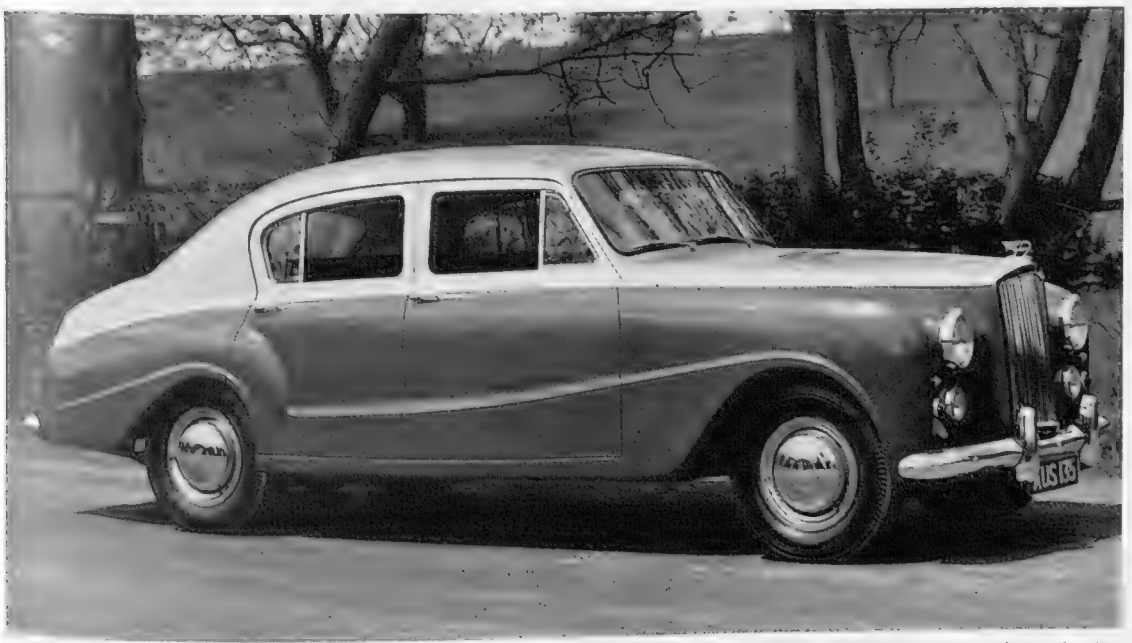
An Outstanding Feature of this Year's Motor Show at Earls Court is the Widespread Adoption of Automatic and Semi-Automatic Gear-boxes by British Manufacturers

By "THE SPHERE" MOTORING CORRESPONDENT, WITH DRAWINGS BY CAVENDISH MORTON



ARISTOCRATS AT THE MOTOR SHOW: The Rolls-Royce Silver Wraith touring saloon is fitted with coachwork by Park Ward. This Silver Wraith is the first to be shown in Great Britain with power-assisted steering, which is so popular in the United States. A refrigeration unit for hot climates can be had as an optional extra. The engine of this car is now fitted with twin S.U. carburettors.

ONE OF THE WORLD'S MOST EXPENSIVE CARS: For 1957, the Bentley Continental appears with a more powerful engine. This Park Ward sports saloon has an increase in compression ratio from 7·25:1 to 8:1, a redesigned cylinder head, and larger inlet valves and carburettors. No new Bentleys or Rolls-Royces appear at the Show—changes are in detail.



A NEW PRINCESS AT EARLS COURT: The latest addition to the Austin range of coach-built luxury saloons is the Princess IV. It has a new chassis and a redesigned Vanden Plas body. An automatic gear-box and power-assisted steering are standard. The hydraulic brakes have vacuum servo assistance, and power output is increased.

THE MOTOR SHOW which opened at Earls Court last Wednesday and which continues until next Saturday, October 27, will go down in motoring history as the Show at which the British motor industry "adopted" automatic transmission.

Two-pedal control in one form or another on British cars is the big technical feature of this Show. Most of the bigger models now offer Borg-Warner or Hydra-Matic self-changing gear-boxes as a standard fitting or as an optional extra. Rovers have come out with a torque converter of their own design. Semi-automatic gear-boxes of two different designs make their appearance on a number of the smaller cars, the smallest being the 948 cc. Standard Ten.

The Standard Motor Co. have adopted the Newton system. They have renamed it the "Standrive," and it costs only £19 extra, including tax. To change gear the driver simply moves the gear lever. As soon as he grasps the knob of the lever he operates an electric switch which automatically disengages the centrifugal clutch.

The British Motor Corporation have chosen the Lockheed Manumatic system of two-pedal control. It is basically similar to the Newton method but is rather more elaborate. For one thing, it takes over the control of the throttle from the driver when gear changes are taking place. Manumatic costs £50 extra, including tax, on the following B.M.C. models: Austin A50, Morris Oxford, Wolseley 15/50 and M.G. Magnette. The fully-automatic gear-boxes are, naturally, much more expensive. On the B.M.C. models for which it has been adopted as an optional fitting—Morris Isis, Wolseley 6/90, Austin A95 and Austin A105—it costs £172 10s. extra, including tax. On the Ford Zephyr and Zodiac models the same box costs £187 10s. extra.

This wide-scale use of transmission which make cars easier to drive is one of many indications at Earls Court that the British motor industry is making a determined bid to regain lost ground in the export markets.

There are not many entirely new British models at the Show. The cost of tooling-up for new designs makes it impossible for even the big manufacturers to produce a brand-new range every year. But a number of major firms, headed by Austin and Nuffield, have greatly improved on their 1956 models without going in for large-scale restyling. And because of the growing fashion of announcing new models earlier in the year, a number of interesting new British cars are on view at Earls Court for the first time. So it is an interesting Show in many ways.

Apart from the growing use of two-pedal control and overdrive units, major technical trends include the adoption of higher compression ratios—even the Austin and Morris "baby" cars are now 8·3 to 1—and the widening use of tubeless tyres, powered steering, disc

(*Continued on following page*)

(*Continued from previous page*)

brakes and wrap-around windows at front and rear. There are more estate cars than ever before, including the new Austin Westminster shooting-brake and the "Farnham" conversions of the Ford Consul, Zephyr and Zodiac; and the fashion of two-colour finishes has caught on in a big way.

The general standard of finish, inside and out, has greatly improved. This is a direct result of the developing competition in foreign markets, for it must be admitted that since the war not every British firm has been as careful as it should have been about the chrome, paint and general finish of its products. Although it is now more easy to give cars good-quality chrome, the use of stainless steel is spreading.

This question of finish is almost as important as the need to give good after-sales service in even the remotest markets. The British industry cannot afford to neglect either of these points if it is to succeed in making up the production and export leeway revealed by the figures for the first nine months of 1956.

At the time of writing, the official statistics were not available, but it was estimated that the comparative car figures for the first three-quarters of 1956 and 1955 roughly worked out like this:

PRODUCTION		EXPORTS	
1955	660,900	1955	289,700
1956	560,000	1956	252,600
	100,900 down.		37,100 down.

With all the Government's efforts to stop people buying cars on the home market, the industry will have a formidable task in getting back to their old position. Chiefs in the "Big Five" firms are under no illusions. One of them—Sir William Rootes—publicly stated during the Paris Show that the industry must set itself the task of exporting at least 75 per cent. of production. At the moment it is running at less than 50 per cent.

Britain's new models, now the objects of admiration at Earls Court, will help the industry towards this objective. The British Motor Corporation's contribution is a formidable one. They have given the A30 a new engine of 948 cc., with a compression ratio of 8·3 to 1; a new gear-box with closer ratios and a remote-control gear lever; and a larger rear window and flashing traffic indicators. The new name of this "baby" is the A35.

A greatly improved Austin A90 Westminster becomes the A95. Modified suspension makes it lower (like the A105) and it has been partially restyled, particularly at the back-end. The wheelbase is 2 ins. longer. It can be fitted with Borg-Warner automatic transmission if the customer desires. But the most interesting A95 development is that an estate car version is available, with or without automatic gearbox. Known as the A95 Countryman, this new model costs £1,216 7s., including tax. The rear doors are divided horizontally and the rear-seat squab can be folded back to form a double bed. With the rear seats folded forward, there is a load-space of 62 cubic feet.

All the styling and other improvemens to the A95 have also been incorporated in the A105, which has basically the same 6-cylinder 2·6-litre engine but with twin carburettors which help to make the A105 the cheapest 100-m.p.h. family saloon. The A95 goes up in price by £97 10s. to £998 17s. and the cost of the de luxe model is increased by £94 10s. to £1,043 17s.

The Austin Healey Hundred has been given a new engine: the 6-cylinder, 2·6-litre unit used in a number of B.M.C. models and known as the "C" type unit. It replaces a 4-cylinder engine of the same cubic capacity and, with a compression ratio of 8·25 to 1, develops 102 b.h.p. at 4,600 r.p.m. The new Healey Hundred has a bigger body, with two small "occasional" seats at the back, suitable for young children; exterior door-handles; a crash-pad on the facia; better weather protection, with a hood which folds out of sight; new-style side-screens; and a slightly longer wheelbase.

With a specially-tuned engine and a certain amount of streamlining, a prototype of the new, faster, better-looking Healey recently achieved speeds of more than 150 m.p.h. in the U.S. The 1957 Healey is £66 cheaper, including tax, but overdrive is now £69 15s. extra (including tax) whereas it was a standard fitting on the 1956 model.

The Austin division of the B.M.C. has also come out with a new Princess—the Mark IV—with a Rolls-built Hydra-Matic automatic gear-box fitted as standard. The new 100-m.p.h., 4-litre, 6-cylinder car costs £3,376, tax included. The Vanden Plas body has been partially restyled and there is power assistance for steering and brakes.

B.M.C.'s Nuffield Group offer a re-engined Morris Minor, a coupé version of the M.G.A. sports car, Borg-Warner automatic transmission on the Morris Isis and Wolseley 6/90 (for £172 10s. extra), higher compression ratios all round and improved styling on the Isis, Oxford and Cowley. The Morris Cowley's 1,200 cc. engine has been replaced by the Corporation's 1,500 cc. "B"-type unit and now becomes, in effect, the standard version of the de luxe Oxford. Most of the Nuffield models have been given restyled facias and "dished" steering-wheels.

The new Minor 1000 has the same new 948 cc. engine and improved gear-change as the Austin A35. It has the one-piece, curved screen and visibility has been further improved by fitting a larger rear window.

The improved looks of the other Morris models are due to new-style rear wings, sloping, fluted bonnets and removal of the air scoop. The Oxford's redesigned fascia is brought closer to the driver, making the instruments more accessible. Wrap-around rear window, fully-winding door windows and exterior door-handles are features of the new hard-top version of the shapely M.G.A. A detachable hard-top can also be bought as an extra for use on the open M.G.A.

On the Morris Isis and Wolseley 6/90 models the gear-change lever has been taken from the steering column and put on the floor to the right of the driver's seat, as in the Group's Riley Pathfinder. The Manumatic two-pedal

(*Continued on page 12*

AN ESTATE CAR FROM MORRIS: Detail modifications have been made to the Morris Oxford "Traveller" Series III. The new fluted bonnet line is noticeable and the air scoop has been removed. Power has been increased by 10 per cent. to 55 b.h.p. by raising the compression ratio from 7·15:1 to 8·3:1.

On left—
AN OLD FRIEND IS CONTINUED: The Hillman Husky is an all-purpose car, a four-seater saloon or a two-seater with room for a quarter of a ton of baggage. The side-valve engine gives 40 miles to the gallon and 65 m.p.h.

STANDARD OFFERS A DORMOBILE: This style of bodywork by Martin Walter on the Standard Ten chassis can be had in addition to the Companion Estate car. As in the case of the Ten saloon, "Standrive" two-pedal control is an optional extra. Standard's are the first firm in this country to offer semi-automatic transmission on a small economy car, at the very low cost of £19 for the conversion.

On right—
ONE VERSION OF THE BEDFORD DORMOBILE: The Bedford Utilabrake is a 12-seater personnel carrier. It allows for six passengers facing forward and a further six facing inwards in the rear seats. The bodywork is designed by Martin Walter, though the chassis is made by Vauxhall, being a conversion of the half-ton Bedford light van.

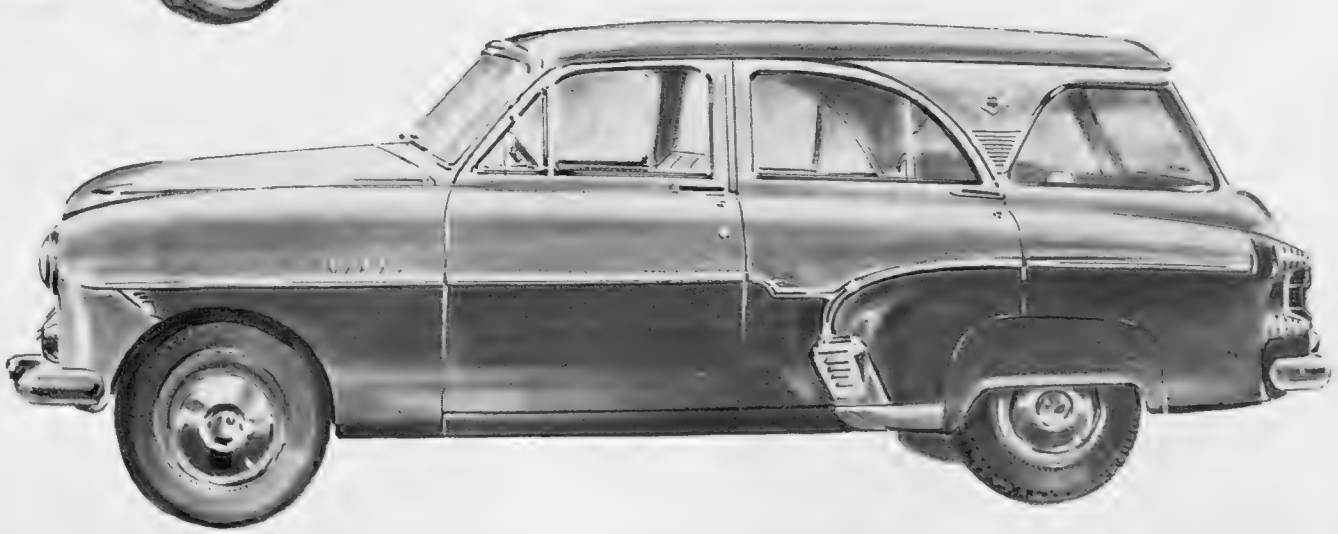
The 1956 Motor Show

Cars to Solve Space Problems

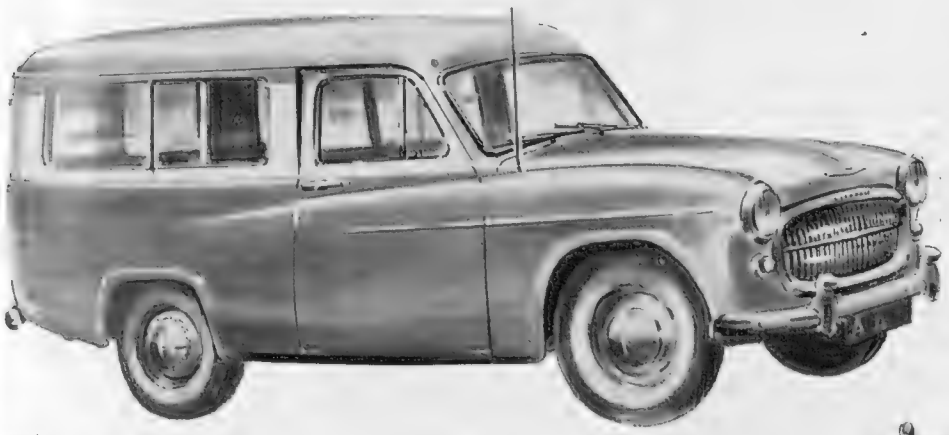
A Wide Choice of Vehicles Offering Variations on the Estate Car Theme is Shown

ELEGANCE AND UTILITY: The Vanguard III estate car preserves the low, attractive lines of the Vanguard saloon, in spite of its 50 cub. ft. of luggage space with the rear seats folded down. One of the tail doors lets down to form an extra baggage platform if required. It also "doubles" as a five- or six-seater saloon with four doors, and the 68-b.h.p. engine gives the car a maximum speed of 84 m.p.h. The air intake in front has a pivoting ventilator after the manner of that first seen on the Jensen 541. A de luxe version of the rugged, powerful Standard Vanguard III saloon is on show at Earls Court

THE "COUNTRYMAN" COMES TO TOWN: The Austin A95 Westminster chassis, which has replaced the A90, can now be had in this estate car version, known as the Countryman. Like the A95, it is available with a Borg-Warner automatic gear-box if required. In common with some other estate cars on the market, the rear doors divide horizontally to form a flat platform. The rear seats can be folded back to form a comfortable bed, or to give a total baggage space of 62 cub. ft. Alternatively the car can carry five or six passengers as a full-sized saloon. The A95 chassis differs from the earlier A90 in having modified suspension giving a lower body line. Bumpers are bigger, the radiator grille is wider, and the wheel-base is 2 ins. longer. The Countryman, described by Austin as a "passenger van," costs £1,216 7s., inclusive of purchase tax.



VAUXHALL DISPLAYS A CONVERSION: The Grosvenor is an impressive estate car conversion offered from Luton. The rear windows of this highly decorative car are of an unusual shape for an estate car, and afford very good visibility. A feature of the interior design is rear seating which can be transformed into a double bed. Coachwork is by the Grosvenor Carriage Company, though another style of estate car conversion by Martin Walter is also available. In each case, a Velox chassis is used as a basis, incorporating those innovations for 1957 which apply to the whole Vauxhall range. These include raised compression ratio, a more economical carburettor, electric windscreen-wipers, a disc-type speedometer, and new rear lamp units comprising grouped stop and tail lamps, reflectors and direction indicators. The appearance of the radiator grille has been slightly altered and a new mascot can be fitted



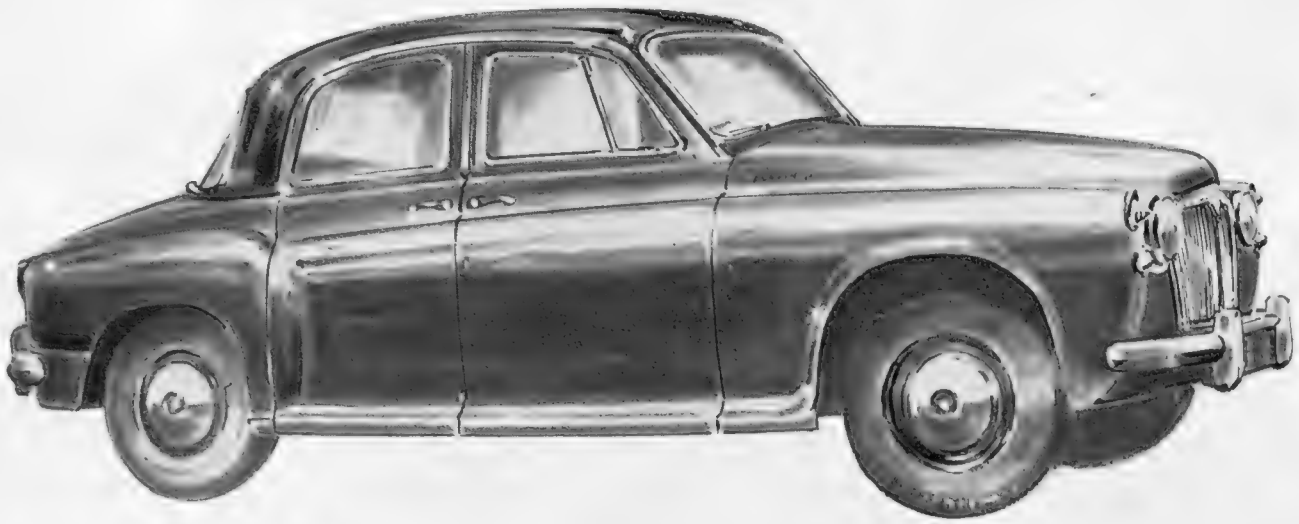
Above—
ANOTHER HILLMAN "MAID OF ALL WORK": The Hillman estate car is an old friend which offers more luggage room and more luxurious appointments than the Husky. The rear seat folds down to give no less than 90 cub. ft. of space. Otherwise, it is a four-seater saloon. To suit the body and chassis, longer and heavier than on the Husky, the Hillman o.h.v. engine is used, developing 47 b.h.p.

On right—
A SQUIRE FROM DAGENHAM: The Ford Squire estate car incorporates decorative strips on the outside to suggest the traditional wood-panelled station wagon. This model utilises the same engine as the Anglia and Prefect saloons and has the same radiator grille as the Prefect. The Escort Estate car is also available. Ford have also introduced a new range of estate cars on the Consul and Zephyr chassis, made by E. D. Abbott and known as the "Farnham" models.

The 1956 Motor Show

FAMILY MOTORING

The Small to Medium-sized Family Car is the Backbone of the British Motor Industry



CLASSIC QUALITIES FROM AN OLD BRITISH FIRM: The stocky lines of the Rover Ninety distinguish a car which has retained beautiful traditional quality in its interior appointments. It is the largest of the Rover range. A high performance version of the Ninety, called the 105S, is now available with overdrive, twin carburettors and an 8·5 to 1 compression ratio, giving over 105 b.h.p. and more than 100 m.p.h. The 105R model has in addition automatic transmission as a standard fitting.

A 100-M.P.H. FAMILY SALOON: For 1957, the Austin A105 will be available with two-pedal control, giving completely automatic transmission. The correct gear ratio is automatically selected and there is no clutch pedal or gear lever. Modified suspension gives the A105 a lower appearance than hitherto. The model was introduced earlier this year, and has a high-performance engine giving 102 b.h.p. at 4,600 r.p.m., with twin S.U. carburettors, allowing a top speed of over 100 m.p.h. The power unit is basically the same as that of the lower-powered A95 Westminster, but makes the A105 the cheapest 100-m.p.h. family saloon. Fittings are more luxurious than on other cars in the medium-sized Austin range and include fog-lamps and wing mirrors, hooded headlamps, windscreen-washers, whitewall tyres, and slotted stainless-steel wheel discs.

A MORE POWERFUL MORRIS MINOR: The new Minor 1000 has a larger engine of 948 cc. with a raised compression ratio of 8·3 to 1. A new gear-box has closer ratios and a remote control gear lever. This new Minor was one of a number of B.M.C. cars which recently covered 25,000 miles on German autobahnen at average speeds of over a mile a minute. Petrol consumption averaged 36–40 m.p.g. The new Austin A35 is also equipped with this bigger engine and improved gear-box and gear lever. Neither of these new models is increased in price.

FAMOUS IN COMPETITION: Rootes are retaining the renowned Sunbeam Mk. III for 1957 in unchanged guise. This car combines very pleasing lines, basically unchanged since the Sunbeam-Talbot 90 was introduced in 1948, with a remarkable record in international competitions such as the Monte Carlo Rally and the Alpine Rally. Overdrive may be had as an optional extra. The price of the Sunbeam Mk. III has been reduced by a total of £105, including tax, to £1,148 17s. The Mk. III and the Rapier between them are carrying on the Sunbeam tradition of success in competition laid down by the old Wolverhampton company between about 1912 and 1924.

HANDSOME HILLMAN FROM ROOTES: In the last year or so, Hillman, Standard, Sunbeam and Ford have all adopted low, clean lines in the Italianate manner for their cars. More pleasing to the eye, this helps export sales. The Minx has a top speed of about 75 m.p.h., from an engine of 51 b.h.p. with a compression ratio of 8 to 1. A convertible is available.

ONE OF THE "THREE GRACES": The new Consul, one of the bigger, more attractive Fords introduced early this year, is on show at Earls Court for the first time. This model has a convertible body and a power-operated hood is an optional extra. With more room, modern lines and more powerful engines the new Fords are proving very popular abroad, over half being exported. In spite of the roominess of the car, the Consul is propelled by an engine of only 1703 cc. with a very reasonable petrol consumption and an improved performance. Power output is 59 b.h.p. at a low 4,200 r.p.m. The final drive ratio is 4·11 to 1. The instruments and controls are all grouped in front of the driver. Estate car conversions, giving more luggage space, known as the "Farnham," built by E. D. Abbott, are available on the Consul and Zephyr chassis. The "Farnham" Consul costs £1,028 17s. with purchase tax.

A FACE LIFT FOR 1957 VAUXHALLS: The Vauxhall Cresta is the most luxurious of a very popular range of cars produced by one of the "big five" of British motor-car manufacturers. The Cresta is the de luxe version of the basically-similar Velox, but is offered with a choice of seven two-tone colour schemes, automatic switches for the interior lights on all four doors, a new mascot as a standard fitting, and leather upholstery as an optional one. The total cost is £90 more than the Velox. All the 1957 Vauxhall cars incorporate higher compression ratios, a more economical carburettor, giving easier starting and said to give an extra 2 m.p.g., two-speed electric windscreen-wipers, an electric thermometer, and a novel disc-type speedometer. On the exterior, each rear wing incorporates a lamp unit including stop and tail lamps, reflectors and direction indicators. The appearance of the radiator grille is slightly changed.

BIGGEST OF THE FORDS: The Zodiac is the "luxury" model of the Ford range. Basically the same as the Zephyr, it has more elaborate fittings. Both models are available with B[org]-Warner automatic transmission at an extra cost of £187 10[s.] and the Zodiac can now be bought as a convertible with a power-operated hood as standard equipment. The popularity of the British-built Ford is so great that over 3,000,000 vehicles of various types have been built at Dagenham in twenty-five years.

REINCARNATION OF A FAMOUS NAME: The first Singer model to appear since this old firm's merger with Rootes is the Gazelle, an individualistic medium-sized saloon which combines well-known Singer features with those of the new "parent." Rootes affinities are obvious in the lines of the body, which includes certain Hillman body pressings, but the engine is the renowned Singer 1½-litre single o.h.c. unit, and the radiator grille retains traditional Singer lines. Luxurious appointments are a feature of the interior, which is trimmed with walnut on the facia and doors. Two-tone colour schemes are standard, and a convertible body is available. The power output of the Singer engine is 52·5 b.h.p., with a 7·5 to 1 compression ratio. The maximum speed is over 80 m.p.h., thanks to the efficient design of the engine, which offers economical petrol consumption and is cheap to run.

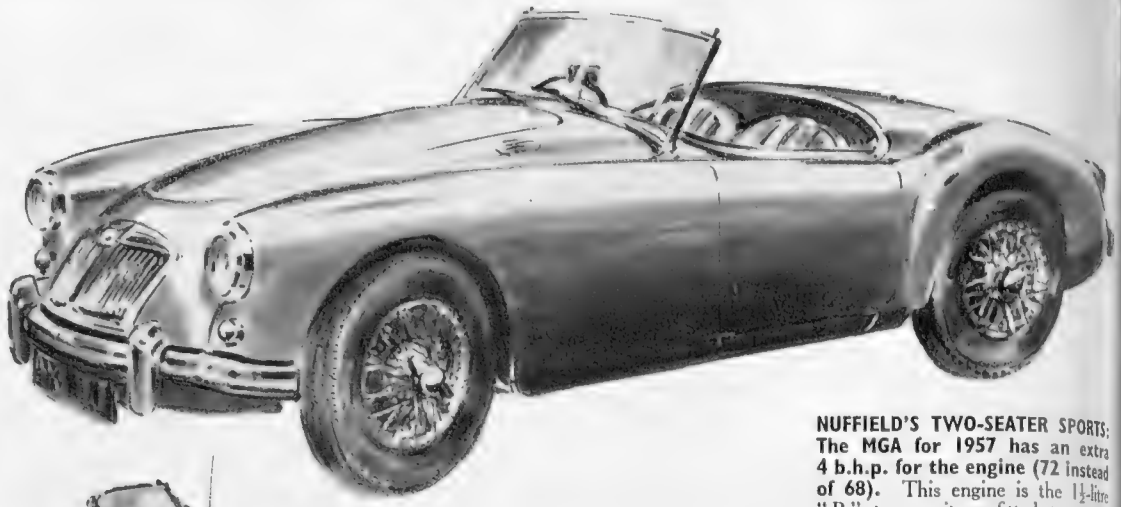
On left—

A SPORTSMAN FROM COVENTRY: The Standard Vanguard III, itself a new model, is now available in this more exciting form, as the Vanguard Sportsman. The 2-litre engine has been tuned to give 90 b.h.p. and over 90 m.p.h. by the addition of twin S.U. carburettors and a compression ratio of 8 to 1. Overdrive on top and second gears is standard equipment. The Sportsman can be distinguished from the Vanguard III by its radiator grille, which is quite different from the air intake on the latter car.

The 1956 Motor Show

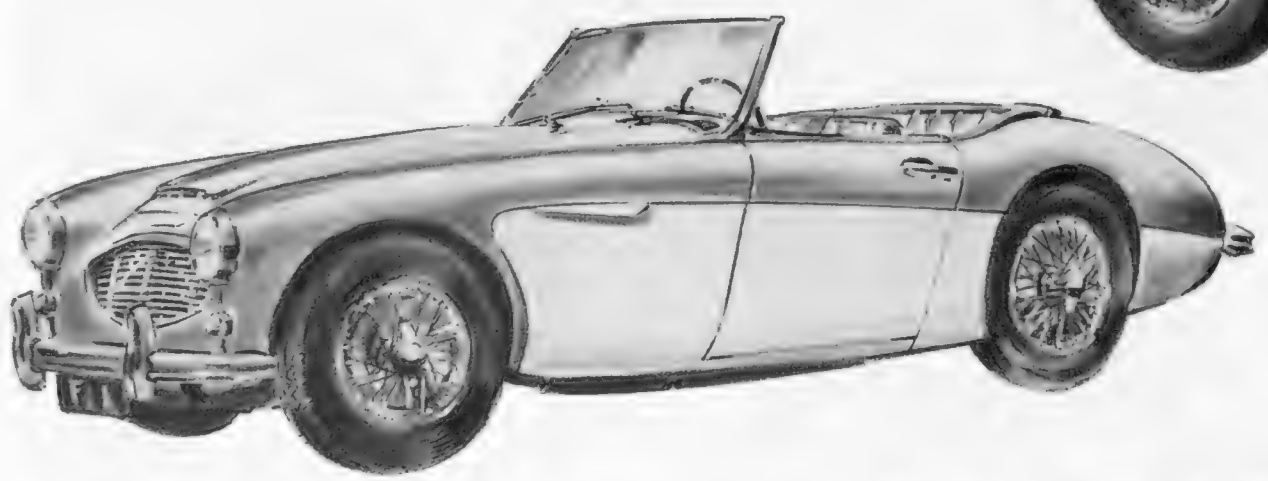
VARIETY FOR THE SPORTSMAN

No Type of Car is more Typically British than the Sports Car, which is well Represented at the Show



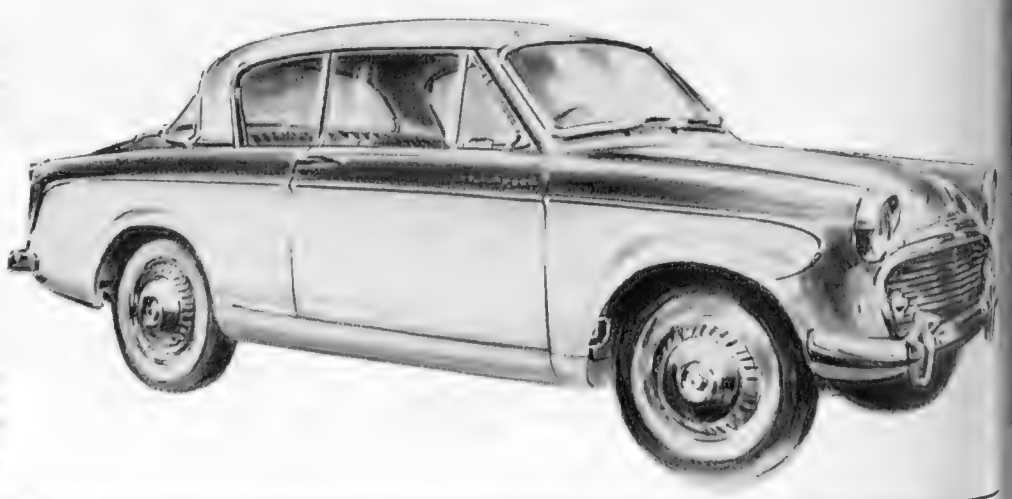
NUFFIELD'S TWO-SEATER SPORTS: The MGA for 1957 has an extra 4 b.h.p. for the engine (72 instead of 68). This engine is the 1½-litre "B" type unit as fitted to several other models in the Nuffield range, but more highly tuned. A new version of the MGA, a hard-top coupé, is now on sale. This has a wrap-around rear window, winding side windows, and exterior door handles. The owner of an open MGA can buy a detachable hard-top as an extra.

THE MOST FAMOUS BRITISH SPORTS CAR? The Jaguar XK140 is one of the full 1956 range which is being continued for 1957. In fixed-head and drop-head coupé versions, the XK140 is available with automatic gear-boxes giving two-pedal control. A new Jaguar is added to the range—the Mark Eight. This is a luxury development of the Mark Seven. It has a new cylinder head and induction system, twin exhaust pipes, a modified radiator grille, one-piece windscreen and two-tone colour schemes. Interior fittings include folding walnut picnic tables in the backs of the front seats, a deep pile rug and Dunlopillo upholstery. The Mark Eight can be had with overdrive and automatic gear-box.



A CHAMPION ACQUIRES BRAKES TO MATCH: The Triumph TR3, one of the most outstanding of Britain's less expensive sports cars, has hydraulically-operated Girling disc brakes on the front wheels. This is a type of brake found previously only on the Citroen DS19, apart from on sports racing cars. The Triumph TR3, and its predecessor the TR2, have built for themselves a remarkable international reputation in competition in a very short time. This car was especially successful in the 1956 Alpine Rally.

THE AUSTIN HEALEY IN A NEW GUISE: Another British car to acquire rather more pleasing lines this year is the Austin Healey Hundred. Now known as the Hundred Six, it has a slightly different radiator grille and an air scoop to improve cooling. The body is larger, with two small seats at the rear to accommodate children or luggage. A "C" type 6-cylinder 2·6-litre engine is now fitted, giving 102 b.h.p., with an 8·25 to 1 compression ratio. Weather protection and interior comfort have been improved



On right—

SUNBEAM'S RAPIER BENEFITS FROM RACING EXPERIENCE: After the lessons learnt in this year's Mille Miglia, the Sunbeam Rapier has been endowed with that extra little bit of performance which lifts it into the sports car class. The twin carburettor engine now develops over 67 b.h.p. and is the type used in the Mille Miglia.

(*Continued from page 120*)

control system (£50 extra) is available on the Morris Oxford, Wolseley 15/50 and M.G. Magnette. Borg-Warner overdrive can be fitted to the Wolseley 6/90 and Riley Pathfinder for £63 15s. extra. The 1½-litre M.G. Magnette is now available in standard and duo-tone versions, the latter offering a wide choice of attractive colour combinations as well as a wrap-around rear window and winking indicators.

The B.M.C. recently carried out gruelling tests, on German autobahnen, of the new 948-cc. engine designed for their baby cars and of the "B"-type 1½-litre engine with the new high-compression ratio as used in such models as the Morris Oxford and Austin A50 Cambridge. Four cars—a Minor, A30, Oxford and Cambridge—covered 25,000 miles at an average speed of more than 60 m.p.h. and with a petrol-consumption figure (on normal premium fuel) of 36-40 m.p.g. for the smaller engine and 25-28 m.p.g. for the 1½-litre unit.

The Ford Motor Co., of Dagenham, are showing for the first time at Earls Court the fine range of Consul, Zephyr and Zodiac models they brought out earlier this year; plus, of course, the smaller Prefect, Anglia and Popular models. The Zephyr and Zodiac are now available with Borg-Warner automatic transmission (£187 10s. extra), and Fords have also introduced a smart convertible edition of the Zodiac with power-operated hood as standard equipment. It costs, with tax, £1,253 17s.

And that is not all. Another Dagenham surprise is the production of Farnham estate car versions of their Consul and 6-cylinder models. These models are made by E. D. Abbott Ltd., of Farnham, Surrey, whose station wagon conversions of the earlier Consul and Zephyr were very popular. The new Farnham models cost (with tax) £1,028 17s. (Consul), £1,[illegible]8 17s. (Zephyr) and £1,223 17s. (Zodiac).

The Ford Company announced on the opening day of the Show that they have exported more than half of all their new cars; also that the total number of cars, trucks and tractors built at Dagenham since production began in 19[illegible] has now passed the 3,000,000 mark.

Vauxhall Motors also announced their 1957 models (including two estate car conversions) some time ago, but the Luton firm has succeeded in making its Show stands, with its gleaming Wyverns, Veloxes and Crestas, one of the most attractive at Earls Court.

Another of the big British firms who have been in production for some months with their 1957 models is the Rootes Group, whose new Hillman Minxes are among the smartest and gayest-looking in the whole Show. It is nearly a quarter of a century since Sir William Rootes produced his first Minx, but he was able to announce, just before the Show opened, that he is to-day building more Minxes than ever before.

The revised Sunbeam Rapier, whose twin carburettors give this pretty sports saloon more power, has a place of honour on the Rootes stand. So has the new 1½-litre Singer Gazelle, first-fruit of the Rootes-Singer merger and the first Singer ever to be built on the principle of unitary construction.

Other Rootes Group exhibits include the Humber Super Snipe (making its first Earls Court appearance since it was fitted with an automatic gear-box), that "old faithful" the Sunbeam Mark III Sports Saloon (the total price of which recently came down to £1,148 17s.), the Humber Hawk estate car, which now costs £1,298 17s. (the price was cut recently by nearly £30), and the de luxe version of the Hawk saloon.

Chief interest of the Standard Motor Company display is the new Phase II Super Ten with Manumatic two-pedal control for £19 extra. This is by far the least expensive two-pedal control system ever offered in Britain. To mark the occasion the trusty little Super Ten has been given a "face lift." It has new luxury-style interior trim, chrome side mouldings and a higher top speed (thanks to a higher compression ratio).

The new de luxe Standard Vanguard is attracting much attention. So, too, are the high-performance Vanguard Sportsman and the Phase III Vanguard estate car, now available with a "Dormobile" conversion, costing £82 10s., tax included, which has special seating that can easily be turned into a double bed.

The Standard-owned Triumph Company proudly displays its T.R.3 sports two-seater, which now has disc brakes fitted to the front wheels as a normal item of equipment. Just before the Show the Standard Company announced these price reductions: Family Eight £15, Super Eight £22 10s., Family Ten £45, Super Ten £15, Vanguard £39.

There is power-assisted steering on three Rolls-Royce models at Earls Court: on Park Ward, Hooper and Mulliner versions of the Silver Wraith. But this feature is available, at present, only on Rolls-Royce and Bentley cars built for export. A really efficient refrigeration unit (as distinct from the normal air-conditioning equipment) is also built into the Park Ward-bodied Silver Wraith This, too, is an "export only" extra.

Rolls have given their Silver Wraith 6-cylinder engine twin carburettors and the power unit of the Bentley Continental has been considerably improved. The cylinder head has been redesigned and there is now an 8 to 1

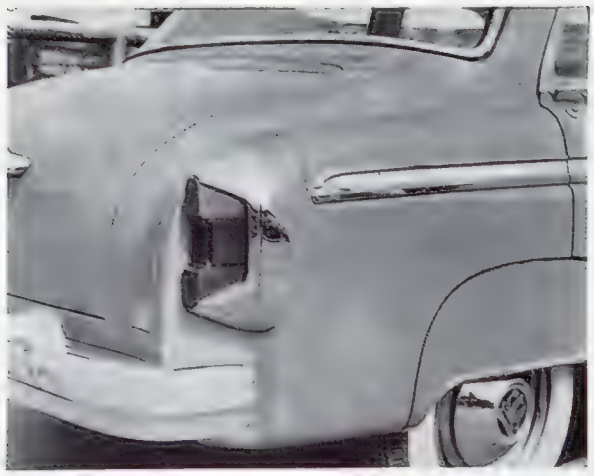
(*Concluded on following page*)

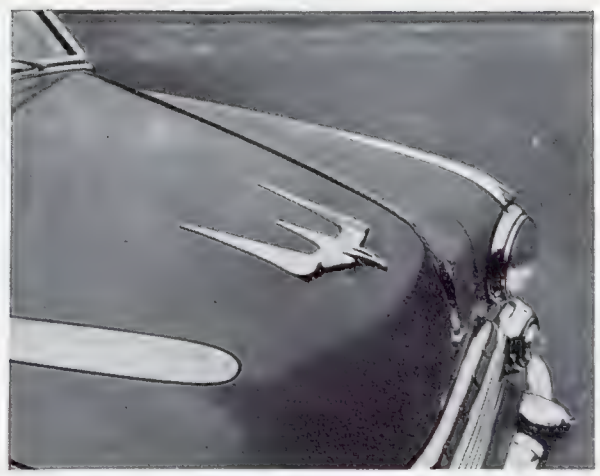
ELEGANCE FROM DAIMLER: One of the most beautiful British cars is, without doubt, the Daimler Sports, with its distinctive long tail. It has three seats, the rear one facing sideways. Other Daimler models on view include the new 2½-litre Century Mk. II saloon, making its debut at Earls Court, and a 3½-litre Empress saloon with Hooper coachwork. On some models, Borg-Warner automatic transmission is available.

On left—
HIGHER PERFORMANCE AND BETTER LOOKS: Detail changes to the M.G. Magnette include a compression ratio of 8·3 to 1 and 68 b.h.p., bringing more speed and acceleration, and "Duotone" colours. A Manumatic automatic gear-box can be fitted, at an extra cost of £50. The rear windscreen is of the "wrap-around" type for better visibility.

A CLASSIC SPORTS CAR: The Aston Martin DB2-4 Mark II saloon is a race-bred luxury sports car with a maximum speed of 2 miles per minute. It has countless racing and rally successes to its credit. The standard engine gives 140 b.h.p.; a special one 165 b.h.p.

THE AERONAUTICAL TRADITION: Bristol Cars Ltd. are now concentrating upon this 405 drophead coupé, and the four-seater saloon. Their 2-litre engine is a small but very efficient unit, producing 105 b.h.p. with low petrol consumption. Overdrive is standard.





VAUXHALL REFINEMENTS FOR 1957: *Left*—The rear lights which are such a prominent feature of the stern of the modern car are grouped in a compact unit on the 1957 Vauxhalls. The unit comprises stop and tail lamps, reflectors and direction indicators. *Centre*—This new mascot is an extra on the Velox and Wyvern, but a standard fitting on the Cresta. *Right*—The driving compartment of the Vauxhall Velox. Improvements to the instruments include a two-speed electric windscreen-wiper, a disc-type speedometer and automatic door-switches for the interior light.

THE 1956 MOTOR SHOW

(*Concluded from previous page*)

compression ratio. The inlet valves are larger, the exhaust valves have better cooling and the twin carburettors have a bigger throat diameter. These modifications have produced an increase in power output of 13 per cent. In the Hooper-bodied Silver Wraith at Earls Court there is a television set operated off the car's batteries.

The Rover Company displays two new models: the 105S and the 105R. Basically, they have the same specification as the 90. The 105S has a normal gear-box with automatic overdrive. The 105R has fully automatic transmission, using a torque converter of Rover's own design.

But the exhibit of greatest interest on the Rover stand is, of course, the firm's latest turbo-car, the 100 m.p.h. T.3 two-seater coupé with four-wheel drive. It is certainly one of the Show's outstanding features and gives heartening evidence of the progress that is being made in turbo-car development in Britain. The Rover Company have made it clear that the T.3 is not likely to go into production for a long time. But it is the first British turbo-car conceived as such right from the drawing board, and even if—as I personally think—the time is still far distant when turbine-engined family saloons will be on sale anywhere, the T.3 is an interesting pointer to the future.

For those reactionaries who think it is *too* futuristic there are the General Motors' Firebird II of America and the Renault Shooting Star of France to remind them that turbo-car development is not being neglceted in other countries.

The full Jaguar range is being continued for 1957 with the addition of a luxury development of the Mark VII saloon which will be known as the Mark Eight. It has a new cylinder-head and induction system, twin exhausts, new radiator grille, one-piece windscreen, duo-tone colour schemes and a luxury interior which includes picnic tables of polished walnut folding flush into the backs of the front seats, deep pile rug and special Dunlopillo upholstery. The new Jaguar costs £1,829 17s. (with manually-operated gear-box), £1,897 7s. (with overdrive), and £1,997 17s. (with automatic transmission).

The fixed head and drop-head versions of the Jaguar XK140 are now available with automatic gear-boxes. With these robot transmissions comes a new refinement : a flick-switch to lock into place the intermediate gear after a kick-down change into the lower ratio.

Mr. David Brown, now concentrating on building the saloon versions of his Aston Martin and Lagonda quality cars, is also showing at Earls Court the glamorous new open two-seater model he announced at the Paris Salon: the Superleggera Spyder. This export model has an Aston Martin DB 2-4 chassis and coachwork by Carrozzeria Touring of Milan. Basic price of the new car, ex-Milan, is £2,500. If it could be bought in the U.K. the price would be nearly £4,500.

A new Palm Beach sports two-seater is being shown by Mr. Sydney Allard, one of Britain's small independent manufacturers and former Monte Carlo Rally winner. For this new car he offers a choice of power plant : 2½-litre Ford Zodiac engine or the 3½-litre Jaguar unit. These models cost £1,576 7s. or £1,951 7s. (tax included) respectively.

Daimler, whose special transmission system, with fluid flywheel and preselective gear-box, has long been famous, now offers the Borg-Warner system on the 2½-litre Conquest Century and the 3½-litre One-O-Four models. It costs £185 more than the preselector models.

The Armstrong Siddeley Sapphire 236 model is now available with an orthodox gear-box if the customer prefers it to the Manumatic system, which is a feature of this model. It costs £30 less. The society of Motor Manufacturers has waived its rules to allow Berkeley Coachworks Ltd., the Biggleswade (Beds) caravan firm, to show their sensational little two-seater, plastic-bodied sports car.

This Earls Court show is again a truly international shop-window, with exhibits from the U.S., Canada, France, Germany, Sweden, Italy and Czechoslovakia.

Of outstanding interest among the foreign cars are the 1957 models of the huge Ford and Chrysler organisations of the U.S. They reveal the basic shape and style of transatlantic cars for the next few years. They are much lower and a little longer, and the most noticeable styling gimmick is the use of huge twin tail fins set at an angle to the body and sometimes continued halfway along the side of the car in a distinctively coloured panel.

General Motors—the other member of the U.S. " Big Three "—have not yet announced their 1957 programme but they have brought over the Buick Centurion, a " dream car " which has a television set in place of the driving mirror. Another General Motors exhibit which is arousing great interest is the Chevrolet Corvette, a 140-m.p.h., plastic-bodied two-seater sports car which is making its first appearance at the London Show. It is now on sale in Britain for the first time—at a list price of £2,581.

From France come Citroens (including the new ID-19, " austerity " version of the DS-19 Goddess and the popular, ugly, economical little 2 c.v. model) ; Renaults (among which is the new rear-engined Dauphine) ; Peugeots (not forgetting the new convertible version of the 403 saloon) ; Simcas (including the Aronde, with aircraft-type reclining seats and the striking Vedette models with V-8 engines) ; and Panhards.

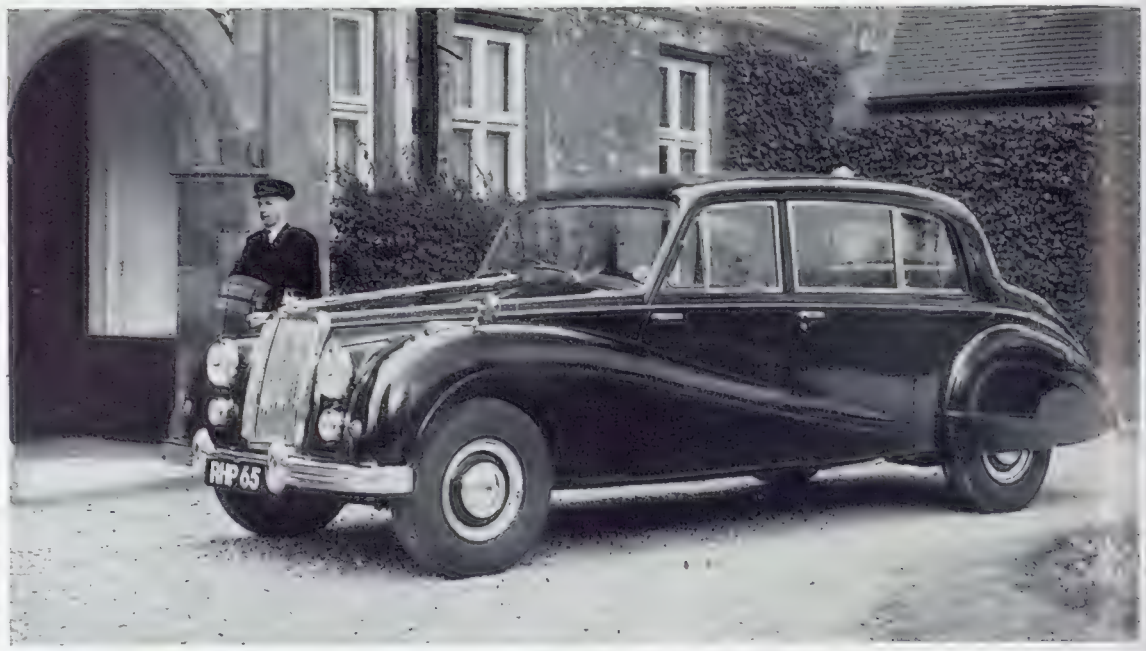
Among the outstanding German cars are the products of Mercedes-Benz, Volkswagen, Porsche, D.K.W. and Borgward. Mercedes-Benz are showing three new models announced earlier this year : the 4-cylinder 190, the 100-m.p.h. 6-cylinder 220S and the diesel-engined 180D. The Karmann-Ghia coupé edition of the V.W is one of the most graceful-looking cars in the Show.

Making its world premiere at Earls Court is Sweden's new Volvo Amazon four-door saloon. It uses a 1.6-litre, 4-cylinder o.h.v. engine developing 60 b.h.p. and giving a top speed of 90 m.p.h.

Italy, as usual, supplies some of the Show's most beautiful samples of coachwork on her Alfa Romeo and Lancia models, and in the sphere of economy motoring she offers the successful rear-engined Fiat 600 saloon and its derivatives. This tiny car offers performance as well as low petrol consumption.

The accessory stands again form one of the biggest single attractions of the Show. Exhibits of special interest include the Goodyear " Captive Air " tyre (with two independent air chambers, inflated separately), an improved Dunlop " Fort " tyre with triple-cut thread, the disc brakes of Girling, Lockheed and Dunlop and the new Crompton Parkinson " Golden Crompton " car battery with " factory-sealed " charge, enabling a garage to make it ready for a customer's use in only thirty minutes.

In the special coachwork section there are some magnificent examples of the bodybuilder's art. Also worth a visit are those parts of the Show containing the marine and caravan exhibits. Twenty-one British firms are showing eighty different caravans ranging in price from less than £300 to £2,000 and more to suit the pockets of everyone who prefers a mobile home or holiday accommodation.



ARMSTRONG SIDDELEY OPULENCE: The Armstrong Siddeley Sapphire model 346 limousine can be bought with the Preselectric gear-box or with Manumatic automatic gear-box. It has a performance of over 100 m.p.h. with 20 m.p.g. Among the extra fittings that can be had are power steering and power-operated windows, and twin carburettors for higher performance. *On left*—Harold Radford, the coachbuilders, offer this " Countryman " adaptation for the 346. The luggage space can be doubled by folding the rear seats forward. Outwardly, the car's appearance is not changed by this modification.

JAGUAR ANNOUNCE THE

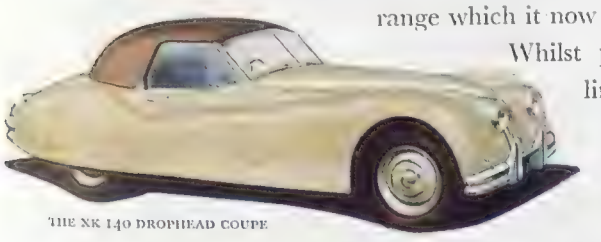
mark eight

A new luxury model now joins the Jaguar range

Here to join the world-famous Mark VII, XK and 2.4 litre models, is the Mark Eight — one of the most luxurious models ever offered as a series production car. Interior furnishings, cabinet work, fitments and accessories are in the tradition of refinement and craftsmanship usually associated only with the art of specialist coachbuilders, whilst a degree of mechanical refinement has been achieved which stamps this car as outstanding even amongst the distinguished Jaguar range which it now joins.

Whilst preserving the basic lines of the Mark VII, the Mark Eight has its own distinctive frontal appearance and is offered in a wide range of two-tone exterior colours. It is available either with Automatic Transmission or Overdrive, or with normal manually-operated gearbox. Amongst the many interior refinements are flush-folding occasional tables in the rear compartment, hand-finished polished walnut fittings, deep pile rugs and extra-deep luxurious Dunlopillo cushions upholstered in specially selected fine grain soft-tanned leather.

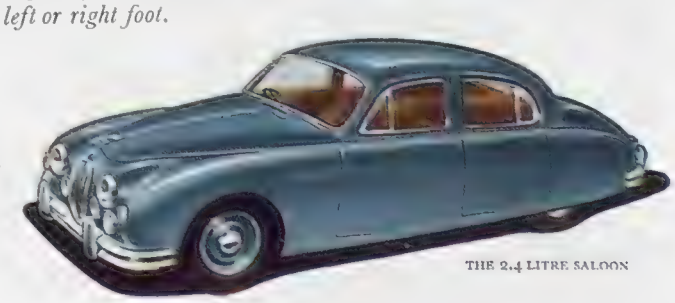
MECHANICAL ADVANCES *include new cylinder head and induction system with type HD6 SU carburetters and twin exhausts. An important advance in the operation of the Automatic Transmission system is the fingertip control which enables the intermediate gear to be held indefinitely, and a new brake pedal layout permitting the use of either left or right foot.*



THE XK 140 DROPHEAD COUPE

The current range of models continues for 1957 :—

The Mark VII 3½ litre Saloon, with Automatic Transmission (*now* with new fingertip control as Mark Eight), Overdrive or normal gearbox.
The 2.4 litre Saloon, Special Equipment and standard models.
The XK 140 3½ litre Open Sports. The XK 140 3½ litre Fixed Head Coupe. The XK 140 3½ litre Drophead Coupe.
The 'D' type 3½ litre Competition Model.



THE 2.4 LITRE SALOON

VISIT STAND 152 EARLS COURT

Once a
du MAURIER
smoker...

always a
du MAURIER
smoker

du Maurier created the exclusive filter tip cigarette which allows only the full flavour of fine tobacco to reach the lips. No harshness. No bits in the mouth.

du Maurier cigarettes have always been consistent—in quality of leaf, in blending, and in flavour.

du Maurier know how to pack their cigarettes in a well-made distinctive box, which ensures that the last cigarette is just as fresh as the first.

du MAURIER the filter tip cigarette

CORK TIP IN THE RED BOX PLAIN TIP (MEDIUM) IN THE BLUE BOX

THE CAPITAL OF ONE OF THE WORLD'S SMALLEST REPUBLICS : San Marino, on the slopes of Monte Titano, gives its name to the minute Republic which is 38 square miles in area and lies in the heart of Italy. The country is governed by a Council of Sixty, of whom two are elected together as Regent Captains or heads of the State for six months.

San Marino Election

The People of the Tiny Republic in Italy Choose Their Heads of State for the Next Six Months

OUTGOING AND INCOMING HEADS OF STATE : Wearing fur-trimmed caps, the newly-elected Regent Captains and their predecessors walk with an escort of guards to the Church in San Marino. *On left*—Led by a military band and a detachment of the Army, the procession sets out from the Government Palace after the election of the two new heads of State.

San Marino is one of the smallest independent States in the world. It lies south-west of Rimini, in Italy, and has an area of 38 square miles. The present population is about 14,000. The Republic claims to have been founded as long ago as the fourth century A.D., so it is not surprising that its method of government is surrounded by tradition.

Legislative power is vested in a Council General of sixty members. From them are chosen the heads of State, the two Regent Captains. These hold office for six months and the times of investiture are the beginning of April and the beginning of October. After serving their six months Regents are ineligible for office for three years.

On this page can be seen some of the colour and pageantry which accompanied the recent investiture as Regent Captains of Mariano Ceccoli, who has twice served in this office before, and Eugenio Bernardini, a farmer. They succeeded Mario Nanni and Enrico Andreoli. Much of the ceremony centred in and around the handsome Government Palace from which the Regent Captains were escorted by a magnificently-uniformed guard wearing plumed helmets and carrying swords. Also in the procession were units of the army of San Marino, which numbers 180.

This army is symbolic of the Republic's determination to maintain its independence. In 1944 San Marino mobilised its forces against threats from the Germans. In spite of notices on its borders saying "Neutral—Keep Out," the Germans occupied the Republic, which in due course declared war against Hitler. To-day the people have returned to their peaceful occupations, of which the principal are farming and ceramics.

The World of Books—By VERNON FANE

INTELLECT AND FAITH

Hugh Ross Williamson's Autobiography; Wife to Mr. Gladstone; Bedouins and Burma; Essays by Aldous Huxley; Novels by Mary Borden and Stella Gibbons

MR. HUGH ROSS WILLIAMSON was intended by his father to follow his path into the Nonconformist ministry. As many of us know, he did nothing of the kind but decided to take a look at the layman's world before he considered a theological career. During the nearly twenty years that he spent making his researches, Mr. Williamson was in turn playwright, journalist, politician and historian. In 1943 he took Anglican Orders and was well known for ten years or more as a preacher and a theologian. Last year he was received into the Roman Catholic Church. Since then he has written his autobiography, THE WALLED GARDEN (Michael Joseph. 15s.); the record of an intellectual to whom the early symbol of security had been the enclosure of his childhood, in which his faith began to grow.

TESTIMONY TO HILAIRE BELLOC (Methuen. 16s.) provides a new design for a book of memoirs. It consists of one-half devoted to the kaleidoscopic and wonderfully vivid reminiscences of his daughter Eleanor, and one-half to an appreciation of some less-known facets of Belloc's genius by his daughter's husband, Mr. Reginald Jebb. The result is balanced, warmly affectionate and, with its many anecdotes, successful in the first duty of biography, which is to help the reader to know the man and to begin to understand him.

As an artist will often study the canvas on which he is working through its reflection in a looking-glass, so sometimes one finds a clearer view of a man in a biography of his most constant companion, or his wife. This is the case with MRS. GLADSTONE (Constable. 21s.), which is rightly sub-titled "The Portrait of a Marriage." It has many enchantments, not least among them the photographic clearness of the scenes which show the relationship between the pretty, high-spirited, untidy, loving woman who was "completely" without the lesser pruderies" and the Grand Old Man. A book of many delights; revealing, graceful in style and touched with humour. Mrs. Georgina Battiscombe is to be thanked as well as congratulated for it.

From the world of nineteenth-century politics to the present day and a fresh, young name which already has some world renown. Miss Pat Smythe is possibly the greatest horsewoman this country has produced, and she is also an attractive personality whose slim, impeccably-dressed figure with Flanagan or Prince Hal or the grey, Tosca, her almost equally well-known horses, is familiar in show-jumping rings all over Europe and in America. ONE JUMP AHEAD (Cassell. 13s. 6d.) is a volume of her reminiscences of the kind of life in which she is actively engaged. One of the most disarming features about it is the way in which she gives all the credit to her mounts, even to captioning the photographs of herself flying over the jumps with the horses' names and never her own.

BEDOUIN COMMAND (William Kimber. 21s.) is Lieut.-Colonel Peter Young's story of his command of a Bedouin regiment in the Arab Legion from 1953 till he was dismissed, at the same time as General Glubb, in 1956. In his foreword General Glubb writes of the situation with great candour and explains that the Arab Legion had been subjected to immensely strong pressures from outside. It is necessary to understand this for an appreciation of Colonel Young's soldierly and thoughtful book.

A FAMOUS PHYSICIST AS A YOUNG MAN: The bronze portrait bust of James Clerk Maxwell (1831–79) is the central feature of a memorial panel by C. d'O. Pilkington Jackson, A.R.S.A., F.R.B.S., in the Mitchell Hall at Marischal College, Aberdeen. It shows the great physicist as a young man of under thirty when he was Professor of Natural Philosophy at the College. The bust was due to be unveiled last Monday by Sir George Thomson, Master of Corpus Christi, Cambridge, and Emeritus Professor of Physics at London University.

Mr. E. C. V. Foucar writes about Burma as one who has known it since childhood and before the First World War, in which he served. On his return there as a barrister, he saw many changes. Then came the 1942 Japanese invasion, the long march out and the political circumstances before and after Burma seceded from the Commonwealth. I LIVED IN BURMA (Dobson. 21s.) is therefore something of an understatement in a title, for a book which describes events so much from the inside.

THE STORY OF MARY LIU (Hodder and Stoughton. 15s.) is the amazing account, by Mr. Edward Hunter, of his talks with a young Chinese woman who, since she was a tiny child, had had no hands or feet, and had learned to survive and to battle her way through life because, in her own words, "Human beings do not need all they actually have. I could manage with what I had . . ." Mary Liu had grown to maturity in Red China but her existence had depended on a faith that had nothing to do with materialism.

How peaceful in contrast is THE GOLDEN RING (Longmans. 21s.), which has been translated from the Italian of Signora Giuliana Artom Treves by Mrs. Sylvia Sprigge, and which is a review of Florence as it was visited and loved by those distinguished English people whom the author calls the Anglo-Florentines, between 1847 and 1862. The Brownings, Walter Savage Landor, the Trollopes—these are the names that immediately occur to one, but Signora Treves has also written about lesser-known figures.

THE SWEET SCIENCE (Gollancz. 18s.) contains eighteen meaty chapters (I don't think the word is out of place) about boxing and boxers with wide reputations. Mr. A. J. Liebling has taken his title from a nineteenth-century historian of the game who once apostrophised the "sweet science of bruising." Mr. Liebling is an admirable reporter, and fight fans are going to like his book. I just wish it had been about something else.

A volume of essays by Mr. Aldous Huxley will always be a literary event for not only is he incapable of writing a turgid or a senseless line but he is the possessor of one of the really fine minds of our literary world, no matter how much one rebels at some of his findings or winces at some of his subjects. ADONIS AND THE ALPHABET (Chatto and Windus. 18s.) is a brilliant collection of thoughts, feelings and judgments expressed with his own subtlety, erudition and—occasionally—shock tactics.

Miss Mary Borden's new novel starts the list of this week's fiction. THE HUNGRY LEOPARD (Heinemann. 15s.) is the story of a couple who could be called ill-adjusted. He is an English diplomat but, one can only hope, colder and more priggish than most; she is the spoilt daughter of an American millionaire and brave, careless and loyal. The trouble is that she is loyal to somebody else and when he, a distinguished man from somewhere like Czechoslovakia, disappears, she commits suicide, leaving the husband in a highly embarrassing situation. Written with great urbanity, as one would expect, and with considerable humanity, too.

The work of Miss Stella Gibbons cannot be described as urbane but it has many other qualities which, if not preferable, are at least compensating, and she, too, is a born writer. HERE BE DRAGONS (Hodder and Stoughton. 16s.) is a charming story about a girl living in part of a big house in Hampstead with her parents. The house is ugly, her parents unworldly and the result is a very moving, funny story of youth, told with a great deal of sensibility. And I 'm sure that if we all forgot about *Cold Comfort Farm* and started considering her as the serious novelist she is, Miss Gibbons would heave a deep sigh of relief.

THE FERTILE PLAIN (Hogarth Press. 15s.) is a story of a Russian girlhood by Mrs. Esther Salaman. She writes with tenderness and emotion about a Jewish child growing up to adolescence in a big town in the Ukraine at the beginning of this century, and of the contrast between the quiet family existence, lived in faith and devotion, and the more exciting Russian world outside the home.

Mr. J. B. Morton has written fifteen tales about a café on the Left Bank in Paris and about the varying success of its habitués in raising enough money to live on. Most of them are young and so their devices and shifts have some of the exhilaration of a game. SPRINGTIME (Constable. 15s.) reflects their enthusiasms and their light griefs and is a charming and nostalgic volume.

WINTER QUARTERS (Faber. 15s.) is a novel about the Roman world at the time of Julius Cæsar and in particular about two young Gauls from the Pyrenees who make the journey to Rome, and beyond it to the eastern edge of the empire. The backgrounds, the moods and the motives of 2,000 years ago are all brilliantly evoked by Mr. Alfred Duggan.

FIDO AND PLUTO

A Record of Britain's Many Ingenious Wartime Inventions

A modern harbour sailing to war in bits and pieces, assembling at the point of invasion and then facilitating the landing of a mighty task force, was perhaps the most impressive single device by which the Western Allies went on their way to victory in the Second World War. Second only in daring and inventiveness to the Mulberry Harbour project was the famous Pluto pipe-line designed to carry under the English Channel petrol and oil lubricants to feed the armies of liberation advancing across France and Belgium into Germany. Then there was Fido. But for this the Ardennes offensive of Field Marshal von Rundstedt might well have succeeded. Fido, the Fog Investigation Dispersal Operation, enabled the Royal Air Force to send heavy bombers from fogbound airfields in Britain to stage devastating attacks on German supply lines.

These and other hardly less remarkable inventions are recounted by Norman Kemp in THE DEVICES OF WAR (Werner Laurie. 18s.). Mr. Kemp reveals the human story behind many of these inventions. He tells of how men defied the judgments and prophecies of their superiors, and pushed on with their ideas until success was achieved. Altogether, it is a fascinating book with much material which lay under the ban of censorship during the years of war.

Few men are tough enough to live in the deepening shadows of approaching death and even at this eleventh hour to create something out of the wreck of their lives. It has been given to Caryl Chessman to do precisely this. Those who read his first book, *Cell 2455, Death Row*, could not help but admire his achievement. Chessman is under sentence of death to be executed in the gas chamber of California's San Quentin Prison. This sentence was passed on him in 1948, but as a result of a superhuman effort to master the intricacies of law, he has obtained repeated stays of execution. Now comes his second book, TRIAL BY ORDEAL (Longmans. 18s.). It has the same powerful impact as the first, the same thrusting force; it can be read as a dreadful warning, a penetrating examination of crime, criminals, and the legal code, but perhaps the most astonishing thing is the sense of personal fulfilment the book reveals.

Here is another kind of ordeal, the physical ordeal of a battle with the sea. Soon after the war Captain Kenneth Ainslie was asked to tow four minesweepers almost 10,000 miles across the Pacific from Panama to Manila. With inadequate towing gear, trouble was inevitable. In mid-Pacific the skipper of this strange little fleet had to rig bizarre makeshift sails from tarpaulins and blankets and to chop up spare timber to fire the engines. Captain Ainslie's story is a straightforward record of a tough assignment, with obstinacy and technical skill combining in more or less equal parts to achieve journey's end. PACIFIC ORDEAL (Hart-Davis. 16s.) is another book in the excellent tradition of seafaring stories which we now associate with this publishing house.

On key advertising sites in London the passer-by can see proclaimed from day to day the record of one airline's Atlantic crossings. This mounting total is currently in the region of 50,000 or 60,000; the Atlantic air traffic now rivals the seaborne traffic. Bridging the Atlantic has become a matter of daily routine. Warren Armstrong in showing the transition from sail to steam and on to wings, reveals in ATLANTIC BRIDGE (Frederick Muller. 18s.) what has been wrought in a hundred hectic years. The tense rivalries of the modern shipping companies constitute perhaps the most enthralling part of this story, while the hazards of mid-nineteenth-century ocean travel are inevitably good reading.

Marion Taylor's AMERICAN GEISHA (Geoffrey Bles. 21s.) is a delightful account of a sojourn in Japan by an American Army wife. Mrs. Taylor has an observant eye, a ready wit, and an ability to write understandingly of the strange and fascinating new land to which her husband summoned her to be his geisha. Marion Taylor has certainly tried her best to make others enjoy Japan as much as she herself has obviously enjoyed it.

Robin Fedden's ALPINE SKI TOUR (Putnam. 30s.) is a lavishly-illustrated account of a journey on skis lasting several days across the high glacier passes between France and Switzerland, from Chamonix to Zermatt. Mr. Fedden, an experienced skier, has written books on suicide, wine, Coptic monasteries and Crusader castles. This latest adventure is yet one more proof of his versatility. The book's superb production is not the least of its merits.

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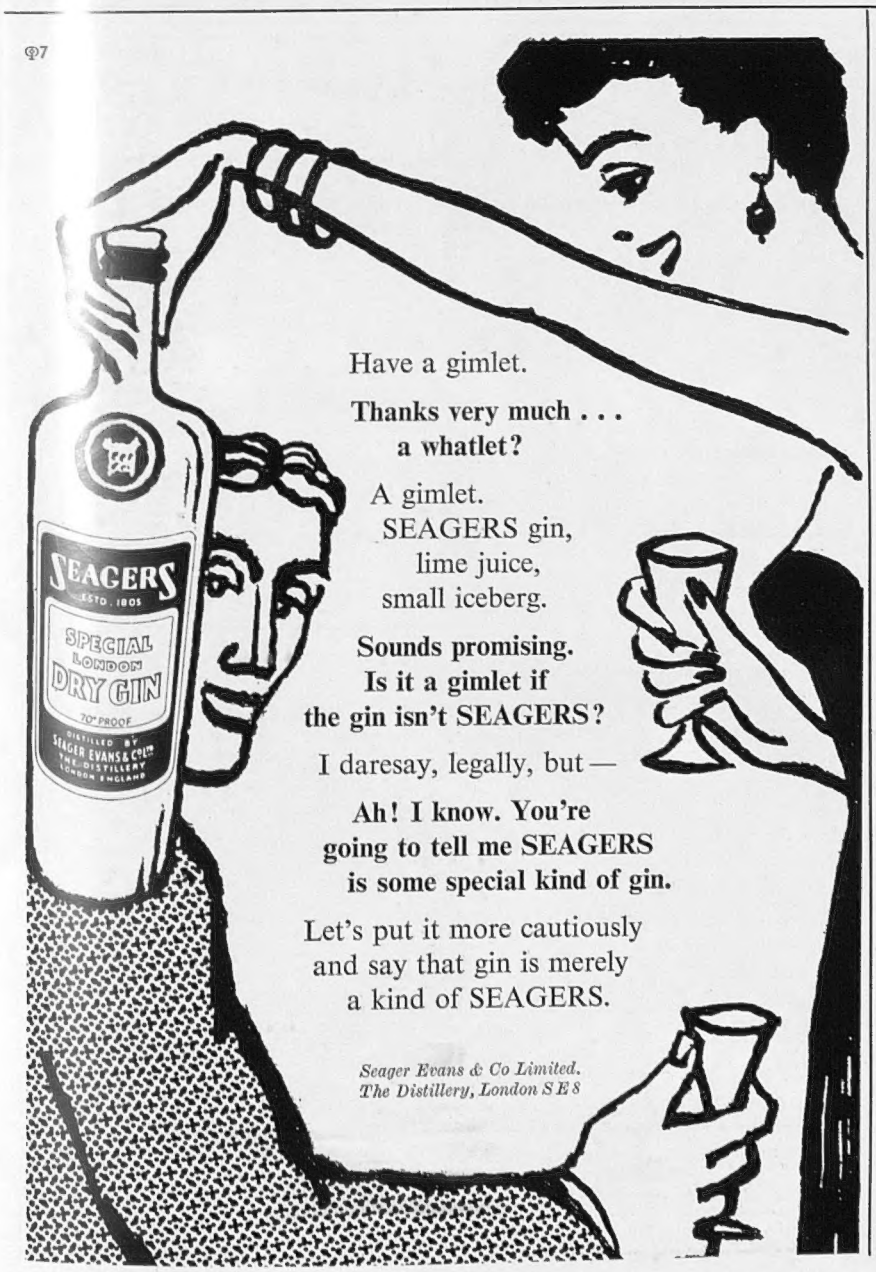

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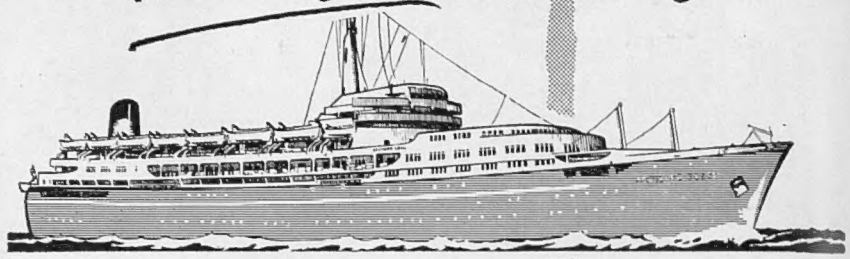

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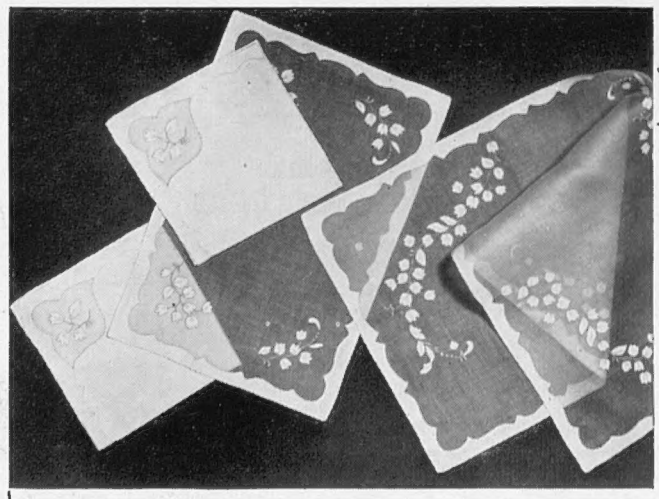

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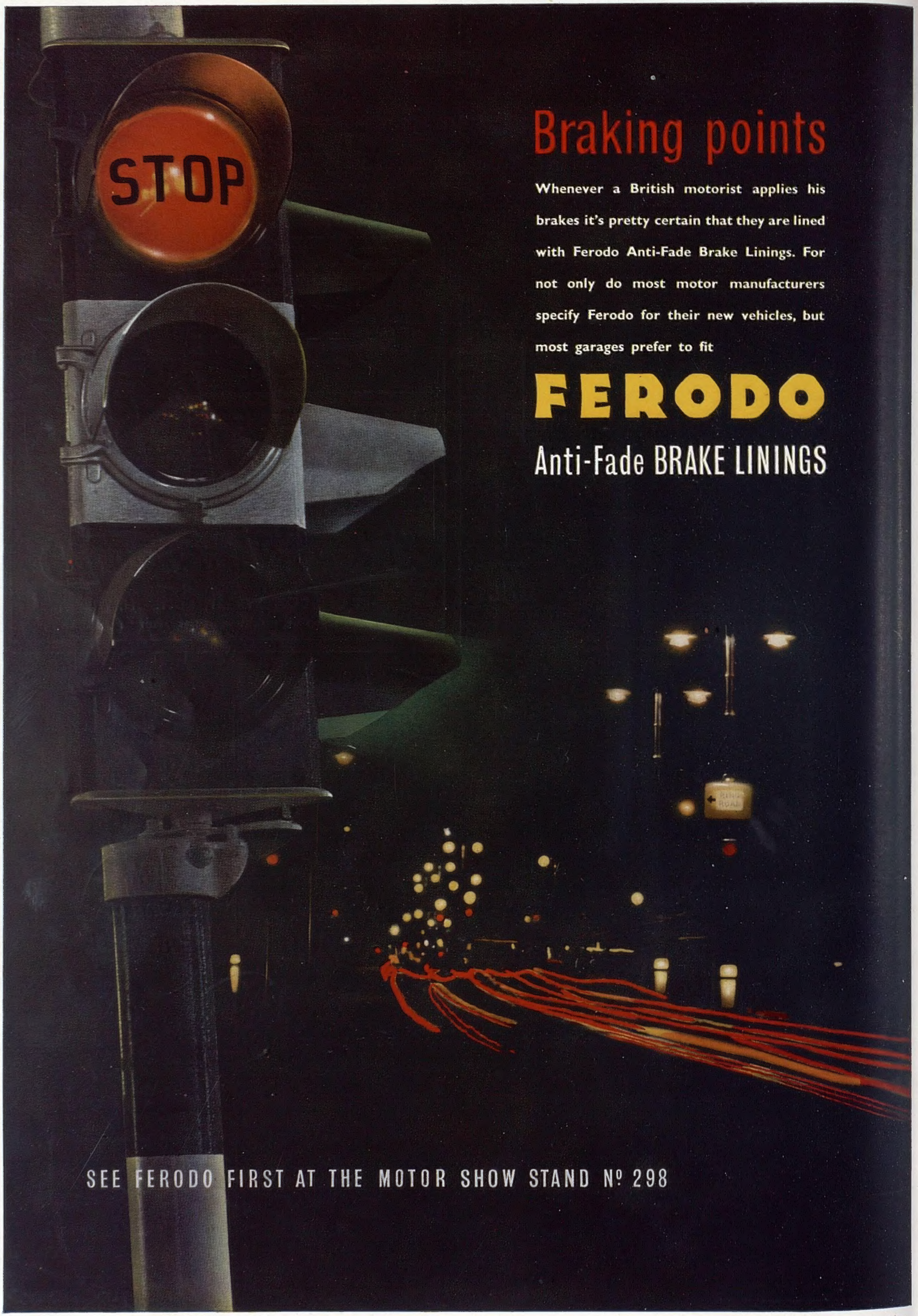

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